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EIGHTH ANNUAL REPORT

OF THE

W. Gardner

Commissioner of Railroads and Telegraphs

OF OHIO

FOR THE YEAR ENDING JUNE 30, 1874.

COLUMBUS:
NEVINS & MYERS, STATE PRINTERS.
1875.

REPORT

OF THE

COMMISSIONER OF RAILROADS AND TELEGRAPHS.

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, OHIO, *December 30, 1874.*

To His Excellency WILLIAM ALLEN, Governor of Ohio :

SIR: I have the honor of submitting my first annual report, or the eighth made from this department, covering the operations of Railroad and Telegraph companies in this State for the year ending June 30, 1874.

Owing to the limited time at my command previous to the sending out to the several companies of the necessary forms for the collection of information required by law, it was not possible to familiarize myself as fully as could be desired with the scope and bearings of all the questions involved, or the results sought to be attained; yet without disparaging any of the preceding reports made from this office, the returns sent in this year are more full and explicit than heretofore, having in all cases where they were unsatisfactory or incomplete, been returned for correction, or supplemented by information and figures called for and obtained by correspondence.

One result of the general depression in all branches of business since the panic in September, 1873, is that there has not been the usual activity in the construction of new roads, or in completion of those already commenced; and there has also been a considerable falling off in the earnings of the lines operated for the year ending June 30, 1874, as will be seen by reference to the tabulations accompanying this report.

There has been 211.47 miles of new main track laid in Ohio within the

year against 376.35 miles for the year ending June 30, 1873, being a decrease of 43.81 per cent.

The number of passengers carried by the entire lines for the year was 15,487,294, or 1,621,606 greater than for the year previous.

The number of tons of freight transported for the year was 26,199,435 against 26,589,562 tons transported the year ending June 30, 1873, being a decrease of 390,127 tons.

The gross earnings of the entire lines for the past year were \$70,928,194.67 against \$74,917,263.40 for the year preceding, being a decrease of \$3,989,068.73, or 5.32 per cent.

The net earnings for the year were \$19,798,169.37 against \$21,031,655.18 for the year previous, being \$1,233,485.81 less, or a decrease of 5.86 per cent.; the result being 3.75 per cent. upon the paid in stock and debt of the companies owning these lines.

The amount received for passengers carried over entire lines for the year was \$17,222,304.30, being \$30,392.60 greater than for the year ending June 30, 1873.

The amount received for freight transportation for the year was \$49,608,576.52, or \$3,977,766.60 less than was received the year preceding, being a decrease of 7.42 per cent.

The total capital stock paid in, of the companies embraced in this report, is \$264,957,620.48, with a funded debt of \$257,825,315.55, and a floating debt of \$19,872,681.92.

The interest on the funded debt paid for the year is \$12,630,377.83, and the dividends amount to \$6,512,218.21.

The length of main line and branches of said roads is 7,809 miles, 7,218 only of which were operated and included in returns made.

The proportion for Ohio is, of

Capital stock paid in.....	\$150,547,397 14
Funded debt.....	136,836,554 76
Floating debt.....	15,596,810 57
Total debt.....	152,433,365 33
Total stock and debt.....	302,980,762 47
Length of main line and branches laid with rail.....	4,374.44 miles.
Length of double track, sidings, etc.....	1,141.53 "

Total earnings for the year \$37,177,129.74 against \$38,175,332.39 the year preceding; and

Net earnings were \$10,113,855.89 against \$10,873,448.22.

The number of persons employed was 27,711 against 29,433 the previous year, being a decrease of 5.85 per cent.

RAILROADS.

Reports have been received by the Commissioner, for the year ending June 30, 1874, from sixty-one corporations. Nine of these—the Atlantic and Lake Erie, Atlantic and South Eastern, Chicago and Atlantic, Cincinnati and Great Northern, Cincinnati Railway Tunnel, Columbus and Toledo, Michigan and Ohio, Ohio and Toledo, and the Wheeling and Lake Erie companies—have done little more than organize, making, in some instances, preliminary surveys, but have expended little or nothing for construction. Four—the Chicago and Canada Southern; Gallipolis, McArthur and Columbus; Toledo, Canada Southern and Detroit, and the Valley—have made more progress, with some rail laid on the three first named. Three short roads—the Baltimore Short Line, North Columbus, and the Toledo and Maumee Narrow Gauge—were just completed, or have been, since date of their report. Four, in process of construction—the Baltimore, Pittsburgh and Chicago; Lake Erie and Louisville; Marietta, Pittsburg and Cleveland, and the Painesville and Youngstown—were doing a transportation business over the completed parts of the roads. Eleven roads—the Cincinnati and Baltimore; Cincinnati and Whitewater Valley; Cleveland and Mahoning Valley; Columbus, Chicago and Indiana Central; Columbus, Springfield and Cincinnati; Columbus and Xenia; Harrison Branch; Lawrence; Little Miami; Mahoning Coal, and the Massillon and Cleveland—are leased and operated in connection with and as parts of other lines, the traffic on them being included in the reports made by the lessees. The roads of ten other companies—the Ashtabula, Youngstown and Pittsburgh; Central Ohio; Cincinnati and Indiana; Cincinnati and Muskingum Valley; Cincinnati and Springfield; Cleveland and Pittsburgh; Mansfield, Coldwater and Lake Michigan; Newark, Somerset and Straitsville; Sandusky, Mansfield and Newark, and the Toledo, Tiffin and Eastern—are leased to and operated by parties who, in each case, supplement reports made by lessors of stock, cost, financial condition, etc., with one exhibiting the business, operations and earnings thereon. Five companies—the Atlantic and Great Western; Cincinnati, Sandusky and Cleveland; Lake Shore and Michigan Southern; Pittsburgh, Cincinnati and St. Louis, and the Pittsburgh, Ft. Wayne and Chicago—report for their own, and include doings on the leased roads forming parts of the lines operated by them. And fifteen—the Cincinnati, Hamilton and Dayton; Cincinnati, Hamilton and Indianapolis; Cincinnati, Richmond and Chicago; Cleveland, Columbus, Cincinnati and Indianapolis; Cleveland, Mt. Vernon and Delaware; Cleveland and Newburgh; Columbus and Hocking Valley; Dayton and Michigan; Dayton

and Union; Iron; Lake Shore and Tuscarawas Valley; Marietta and Cincinnati; Ohio and Mississippi; Rocky River, and the Toledo, Wabash and Western—report separately for their respective roads.

The lines operated by each, vary in length (not aggregating the several systems under distinct managements controlled by the Pennsylvania company) from $3\frac{1}{2}$ miles, that of the Cleveland and Newburgh, to 1,175.38, of the Lake Shore and Michigan Southern—an average for the thirty-four of $213\frac{1}{2}$ miles each.

LENGTH.

The aggregate length of lines that are either wholly or a portion only within the State, including 236 miles, as last year, leased by Toledo, Wabash and Western Railway Company on which operations are not reported, is of main line and branches 7,809 miles, sidings and other tracks, 2,016—a total of 9,825 miles of track laid with rail; an increase as compared with 1873 reports, of 236 miles of main, and 336 other tracks, or total increase for the year of 572 miles.

COST.

The aggregate cost of forty-eight, which include the Baltimore Short Line, the Chicago and Canada Southern, the Toledo, Canada Southern and Detroit, of the sixteen embraced in the three first classes specified, is \$480,959,427.61; which amount divided upon 7,106.05 miles of main line and branches laid with rail, makes an average cost of \$67,683.09 per mile. The actual cost of each as reported, varies from \$19,327.18, of the Dayton and Union, to \$198,016.07, that of the Atlantic and Great Western.

The other tracks—double main, sidings, etc., appertaining to these roads, aggregate 1,978.69 miles; an average of 27.77 per cent. of the single main track. These necessary adjuncts to the prosecution of the carrying business, are thus seen to add considerably, and in some cases, largely to the cost, which, however, in estimates is distributed only upon length of single main track.

This per cent. varies on the completed lines from 5.64, Dayton and Union, 60 on the Lake Shore and Michigan Southern, and 76.58 on the Cleveland and Mahoning Valley, to over 200 on that of the Cincinnati, Hamilton and Dayton. Upon the Cincinnati, Hamilton and Indianapolis; Cincinnati and Muskingum Valley; Cincinnati, Richmond and Chicago; Cincinnati, Sandusky and Cleveland, and Newark, Somerset and Straitsville roads it is in order named—7.83, 9.32, 7.47, 9.47 and 9; and upon the Atlantic and Great Western, 19.80; Cincinnati and Springfield,

19; Cleveland, Mt. Vernon and Delaware, 12; Columbus, Chicago and Indiana Central, 13.74; Dayton and Michigan, 14.34; Ohio and Mississippi, 18.32; Sandusky, Mansfield and Newark, 14.70; and the Toledo, Wabash and Western, 17.69 per cent.

Upon the Central Ohio it is 22.16; Cincinnati and Indiana, 46.83; Cleveland, Columbus, Cincinnati and Indianapolis, 23.20; Cleveland and Pittsburgh, 32; Columbus and Hocking Valley, 24.75; Columbus and Xenia, 25.21; Lake Shore and Tuscarawas Valley, 22; Little Miami, 33.77; Marietta, Pittsburg and Cleveland, 21.44; Pittsburgh, Cincinnati and St. Louis, 31.50; and Pittsburgh, Ft. Wayne and Chicago, 41.19 per cent.

The expenditures reported on the remaining thirteen lines (omitted above) up to 30th June last, inclusive, is \$3,399,057.18—about one-third of which appears in construction account, reported by the Valley Railway Company. This makes a total cost and expenditure for construction of \$484,263,484.79, an increase for the year of \$22,173,487.92.

STOCK AND DEBT.

The aggregate of paid in and issued capital stock reported is \$264,957,620.48, an increase within the year of \$17,857,707.73. Amount of funded debt is \$257,825,315.55; of other debt, \$19,872,681.92—a total debt of \$277,697,997.47, being an increase of \$19,676,953.51 funded, and \$4,388,867.54 unfunded; a total increase of debt of \$24,065,821.05, or an increase of stock and debt combined, of \$41,923,528.78 for the year.

EQUIPMENT.

There is a reported increase of rolling stock over last year of 271 locomotives, 36 express and baggage cars, 86 passenger, and 3,816 freight and other cars.

MAINTENANCE.

There is a decrease apparent in the cost of maintenance of way and structures for the last year, as compared with the previous one, of \$452,907.38; for maintenance of cars, \$2,022,578.30; an increase in that of motive power of \$1,091,462.90; a decreased cost of conducting transportation of \$681,869.22; and of general expenses of \$689,690.92—making a total reduction of expenses of operating of \$2,755,582.82, or 5.12 per cent.

OHIO.

The aggregate length of tracks laid with rail within the State, June 30th, was 4,374.41 miles of main line and branches, and 1,141.53 of double track, sidings, etc.—a total of 5,515.97 miles, being an increase of 211.47 miles, or 5.08 per cent. of main track and branches for the year, and 97.34 miles (9.33 per cent.) of sidings, etc. ; a total increase of 308.81 miles.

This is 164.88 miles of main track and 56.59 of sidings, less than was constructed the preceding year. The increase of main track, new, and including corrections made necessary as result of re-measurements, etc., is itemized as follows :

Baltimore, Pittsburgh and Chicago Railway, new.....	94.80 miles.
Cincinnati and Springfield Railway, correction .....	.30 "
Cincinnati and Whitewater Valley Railroad, new	2.10 "
Cleveland, Columbus, Cincinnati and Indianapolis Railway, correction.....	.75 "
Cleveland and Mahoning Valley Railway, correction	2.35 "
Cleveland, Mt. Vernon and Delaware Railroad, additional.....	2.66 "
Cleveland and Pittsburgh Railroad, correction.....	.02 "
Gallipolis, McArthur and Columbus Railroad—Vinton Furnace Railroad	2.34 "
Iron Railroad, additional.....	2.50 "
Lake Erie and Louisville Railway, additional	8.41 "
Lake Shore and Tuscarawas Valley Railway, additional .....	.77 "
Lawrence Railroad, 12.70, less reported, 1873, by Pittsburgh, Ft. Wayne and Chicago Railway Company, lessee, 7.40—additional.....	5.30 "
Mahoning Coal Railroad, additional	3.58 "
Mansfield, Coldwater and Lake Michigan Railroad, additional	27.485 "
Marietta, Pittsburg and Cleveland Railway, additional.....	19. "
North Columbus Railway, new	3.81 "
Ohio and Toledo Railroad, "	10.50 "
Painesville and Youngstown Railroad, additional.....	39.30 "
Toledo and Maumee Narrow Gauge Railroad, new.....	7. "
Toledo, Tiffin and Eastern Railroad, additional.....	1.06 "
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	234.035 "
Less Ashtabula, Youngstown and Pittsburgh Railroad, correction ..90	
Chicago and Canada Southern Railway, correction.....	2.50
Cincinnati and Baltimore Railway, " .....	.40
Cincinnati, Sandusky and Cleveland Railroad, "	2.
Columbus, Chicago and Indiana Central R'y, "	1.
Columbus, Springfield and Cincinnati Railroad, " .....	.63
Columbus and Xenia Railroad, " .....	.58
Dayton and Union Railroad, " .....	.04

Lake Shore and Michigan Southern Railway, correction . . .	.98	
Little Miami Railroad, correction	1.03	
* Carrollton and Oneida Railroad—track taken up	12.	
Pittsburgh, Cincinnati and St. Louis Railway, correction . .	.50	
		<u>22.56</u>
Net increase		211.475 miles.

The following tables give the length of track laid in each county in the State—specifying company by whom owned, and whether main line, double track or sidings—the counties arranged alphabetically:

* The Carrollton and Oneida Railroad Company transferred its roadway to the Ohio and Toledo Railroad Company. The gauge has been reduced to 36 inches, and the track relaid with T rail.

LENGTH OF TRACK, IN MILES AND DECIMALS.

COUNTY.	COMPANY.	SINGLE MAIN TRACK.		Double main track.	Sidings, etc.	Constructed double gauge.	Total length of rail.
		Main line.	Branches.				
Adams.....	None.....	17.61			2.95		20.56
Allen.....	Dayton and Michigan Railroad.....	22.97			.57		23.54
	Lake Erie and Louisville Railway.....	24.80			4.70		29.50
Ashland....	Pittsburgh, Ft. Wayne and Chicago Railway.....	20.81			1.52		22.36
	Atlantic and Great Western Railroad.....	8.12			2.06		10.18
Ashtabula..	Pittsburgh, Ft. Wayne and Chicago Railway.....	29.06			1.74		30.80
	Lake Shore and Michigan Southern Railroad.....	27.78	33.31	27.78	15.36		104.23
	Mahoning Coal Railroad.....	7.70			1.66		8.76
Athens.....	Columbus and Hooking Valley Railroad.....	17			3.18		20.18
	Marietta and Cincinnati Railroad.....	27.51			8.89		36.40
Auglaize....	Dayton and Michigan Railroad.....	12.62			1.07		13.69
	Lake Erie and Louisville Railway.....	13.50			.45		12.95
Belmont....	Central Ohio Railroad.....	31.65			5.59		36.64
	Cleveland and Pittsburgh Railroad.....	10.80			2.57		13.37
Brown.....	None.....					29.73	29.73
Butler.....	Cincinnati, Hamilton and Dayton Railroad.....	24.13			11.41		65.27
	Cincinnati, Hamilton and Indianapolis Railroad.....	13			.91		13.91
	Cincinnati, Richmond and Chicago Railroad.....	11			.91		11.91
	Cincinnati and Springfield Railway.....	19.74			3.30		23.04
Carroll.....	Cleveland and Pittsburgh Railroad.....	11.99			.70		12.60
	Ohio and Toledo Railroad.....	10.50					10.50
Champaign..	Atlantic and Great Western Railroad.....	21.27			4.62		25.89
	Cincinnati, Sandusky and Cleveland Railroad.....	16.06			.67		16.74
	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	10.61			.78		11.39
	Columbus, Chicago and Indiana Central Railway.....	30.36			5.32		35.68
Clarke.....	Atlantic and Great Western Railroad.....	18.39			.88		19.18
	Cincinnati, Sandusky and Cleveland Railroad.....	21.49			2.74		24.23
	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	10.58			2.89		13.47
	Columbus, Springfield and Cincinnati Railroad.....	14.50					14.50
	Columbus and Xenia Railroad.....	9.68					10.70
Clermont....	Little Miami Railroad.....	7.80			1.02		8.96
	Little Miami Railroad.....	6.10		6.10	1.06		12.80
	Marietta and Cincinnati Railroad.....	1			1 10		5.40

Clinton	Cincinnati and Muskingum Valley Railway	22.55	10.90	1.74	25.29
Columbiana ..	Marietta and Cincinnati Railroad	18.50	15.26	3.30	32.70
	Cleveland and Mahoning Valley Railway .....			.52	15.78
	Cleveland and Pittsburgh Railroad	45.25	1.35	14.04	60.74
Coshocton ..	Pittsburgh, Ft. Wayne and Chicago Railway	23.73		4.83	28.56
Crawford ..	Pittsburgh, Cincinnati and St. Louis Railway	22.30		2.80	26.10
	Atlantic and Great Western Railroad	5.86		4.30	10.16
	Cleveland, Columbus, Cin'ti and Indianapolis Railway	9.34	5.	6.50	20.84
	Mansfield, Colwater and Lake Michigan Railroad	12.69		.37	13.06
	Pittsburgh, Ft. Wayne and Chicago Railway	20.65		10.	30.65
	Cleveland, Columbus, Cin'ti and Indianapolis Railway	15.88	13.	25.04	54.92
Gayahoga ..	Cleveland and Mahoning Valley Railway	19.84		15.14	63.73
	Cleveland and Newburgh Railroad	3.33			3.33
	Cleveland and Pittsburgh Railroad	17.	1.52	20.23	38.75
	Lake Shore and Michigan Southern Railway	31.32	31.30	41.05	103.67
Darke	Rocky River Railroad	5.53		.36	5.89
	Cleveland, Columbus, Cin'ti and Indianapolis Railway	19.57		2.21	21.78
	Columbus, Chicago and Indiana Central Railway	43.64		4.37	51.05
	Dayton and Union Railroad	26.23		1.51	27.79
Defiance	Baltimore, Pittsburgh and Chicago Railway	15.10			15.10
	Toledo, Wabash and Western Railway	12.83		1.85	15.68
Delaware	Cleveland, Columbus, Cin'ti and Indianapolis Railway	32.16		6.24	38.40
	Cleveland, Mt. Vernon and Delaware Railroad	14.73		.72	15.45
Erie	Cincinnati, Sandusky and Cleveland Railroad	9.07		2.54	11.61
	Lake Shore and Michigan Southern Railway	28.74	3.74	13.79	51.27
	Sandusky, Mansfield and Newark Railroad	11.80		4.	15.80
Fairfield	Cincinnati and Muskingum Valley Railway	28.66		3.35	32.01
	Columbus and Hocking Valley Railroad	24.		3.16	27.43
Fayette	Cincinnati and Muskingum Valley Railway	17.13		1.63	18.16
Franklin	Central Ohio Railroad (half of track owned jointly with P. C. and St. L. Railway Co.)	6.30		7.57	14.17
	Cleveland, Columbus, Cin'ti and Indianapolis Railway	11.69		2.74	14.43
	Cleveland, Mt. Vernon and Delaware Railroad	12.30		.63	12.93
	Columbus, Chicago and Indiana Central Railway	13.52		5.85	19.38
	Columbus and Hocking Valley Railroad	16.		8.88	24.58
	Columbus, Springfield and Cincinnati Railroad	14.81		1.50	16.31
	Columbus and Xenia Railroad	13.		2.71	15.71
	North Columbus Railroad	3.81		.25	4.06
	Pittsburgh, Cincinnati and St. Louis Railway (half of track owned jointly with Cent. Ohio R. R. Co.)	6.30		8.90	15.20
Fulton	Chicago and Cuyahoga Southern Railway	1.50		.50	2.
	Lake Shore and Michigan Southern Railway		21.49	5.78	30.27

LENGTH OF TRACK, IN MILES AND DECIMALS—Continued.

COUNTY.	COMPANY.	SINGLE MAIN TRACK.		Double main track.	Sidings, etc.	Constructed double gauge.	Total length of rail.
		Main line.	Branches.				
Gallia	None	1.79				1.79	3.58
Geauga	Cleveland and Mahoning Valley Railway	22.80					24.05
Greene	Painesville and Youngstown Railroad	4.93			1.25		5.75
	Atlantic and Great Western Railroad	5.35			.82		6.64
	Cincinnati, Sandusky and Cleveland Railroad	12.99			2.35		15.37
	Columbus and Xenia Railroad	20.44	11.		3.36		34.80
	Little Miami Railroad	28.55			3.87		32.42
Guersey	Central Ohio Railroad	26.50			2.25		28.75
	Marietta, Pittsburg and Cleveland Railway	5.60		5.60	3.48		14.68
Hamilton	Cincinnati and Baltimore Railway	17.49		9.22	10.42		71.49
	Cincinnati, Hamilton and Dayton Railroad	20.50		1.50	8.10		30.10
	Cincinnati and Indiana Railroad	10.78			3.19		13.97
	Cincinnati and Springfield Railway	2.10			.40		2.50
	Cincinnati and White Water Valley Railroad	7.			.40		7.49
	Harrison Branch Railroad	17.99		16.46	7.92		42.37
	Little Miami Railroad	17.34		3.18	9.32		29.84
	Marietta and Cincinnati Railroad	19.53			7.30		26.83
	Ohio and Mississippi Railway	5.62			.10		5.72
Hancock	Baltimore, Pittsburg and Chicago Railway		11.22		.60		11.82
	Cincinnati, Sandusky and Cleveland Railroad	30.32			1.24		31.56
	Lake Erie and Louisville Railway	22.29			1.90		24.19
Hardin	Cincinnati, Sandusky and Cleveland Railroad	9.17			1.11		10.28
	Cleveland, Columbus, Cincinnati and Indianapolis Railway	19.80			1.30		21.10
	Pittsburgh, Ft. Wayne and Chicago Railway	24.40	7.50		4.10		36.
Harrison	Pittsburgh, Cincinnati and St. Louis Railway	18.40			.50		18.90
Henry	Baltimore, Pittsburg and Chicago Railway	5.16			1.35		6.51
	Dayton and Michigan Railroad	20.67			2.43		23.10
	Toledo, Wabash and Western Railway	18.88	10.10		2.58		31.56
Highland	Marietta and Cincinnati Railroad	19.	11.		3.86		33.86
Hocking	Columbus and Hocking Valley Railroad	28.84	3.62		2		34.46
Holmes	Cleveland, Mount Vernon and Delaware Railroad	7.15			1.09		8.24
	Pittsburgh, Ft. Wayne and Chicago Railway						

Huron	Baltimore, Pittsburgh and Chicago Railway.....	5.73			77	6.50
	Cleveland, Columbus Cin'ti and Indianapolis Railway.....	14.74			1.87	16.61
	Lake Shore and Michigan Southern Railway	26.63			11.64	38.27
Jackson	Sandusky, Mansfield and Newark Railroad	22.75			1.62	24.37
Jefferson	Marietta and Cincinnati Railroad.....	7.73		30.20	3.85	41.78
	Cleveland and Pittsburgh Railroad.....	38.92				43.48
	Pittsburgh, Cincinnati and St. Louis Railway.....	22		.13	4.43	37.90
Knox	Cleveland, Mr. Vernon and Delaware Railroad.....	35.92			5.90	40.79
	Sandusky, Mansfield and Newark Railroad	23.45			4.87	25.12
Lake	Lake Shore and Michigan Southern Railway	25.50		28.50	1.67	65.55
	Painesville and Youngstown Railroad	6.74			8.55	7.34
Lawrence	Iron Railroad	12.75		3.75	.60	19
	Marietta and Cincinnati Railroad.....			1.26	2.50	1.20
Licking.....	Central Ohio Railroad (half of track owned jointly with P. C. and St. L. Railway Co.....)	11.25			7.83	29.28
	Newark, Somerset and Straitsville Railroad.....	10.30				12.19
	Pittsburgh, Cincinnati and St. Louis Railway (half of track owned jointly with Cen. Ohio R. Co.)	10.55			1.64	30.30
	Sandusky, Mansfield and Newark Railroad	11.50			2.70	17.16
Logan	Cincinnati, Sandusky and Cleveland Railroad	14.30			2.86	22.79
	Cleveland, Columbus, Cin'ti and Indianapolis Railway	21.44			1.35	33.09
	Cleveland, Columbus, Cin'ti and Indianapolis Railway	29.55			3.54	32.88
Lorain	Cleveland, Columbus, Cin'ti and Indianapolis Railway	27.71			5.17	67.51
	Lake Shore and Michigan Southern Railway	31.97		7.74	24.80	23.33
	Lake Shore and Tuscarawas Valley Railway	22.66			5.67	4.97
Lucas	Dayton and Michigan Railroad	2.22			2.75	80.03
	Lake Shore and Michigan Southern Railway	13.99		4	35.23	9
	Toledo, Canada Southern and Detroit Railway	7			2	7.52
	Toledo and Maumee Narrow Gauge Railroad	7				4.83
	Toledo, Tiffin and Eastern Railroad	3.42			1.41	2.61
	Toledo and Woodville.....	21.37			8.34	12
Madison	Toledo, Wabash and Western Railway .....	.12				5.31
	Cleveland, Columbus, Cin'ti and Indianapolis Railway	4.54			.67	15.56
	Columbus, Chicago and Indiana Central Railway	15.06			.50	26.36
	Columbus, Springfield and Cincinnati Railroad	18.75			7.61	4.93
Mahoning.....	Columbus and Xenia Railroad	3.50			1.43	20.21
	Ashtabula, Youngstown and Pittsburgh Railroad	4.32		20.35	4.54	.80
	Cleveland and Mahoning Valley Railway	80				13.50
	Cleveland and Pittsburgh Railroad	9.70		3		5.35
	Lawrence Railroad.....	4				11.36
	Mahoning Coal Railroad					
	Pittsburg, Ft. Wayne and Chicago Railway.....	10.21			1.15	

LENGTH OF TRACK IN MILES AND DECIMALS—Continued.

COUNTY.	COMPANY.	SINGLE MAIN TRACK.		Double main track.	Sidings, etc.	Constructed double gauge.	Total length of rail.
		Main Line.	Branches.				
Marion	Atlantic and Great Western Railroad	25.45			1.23		27.33
Medina	Cleveland, Columbus, Cin'ti and Indianapolis Railway	30.57			2.84		33.41
	Atlantic and Great Western Railroad	7.07	1.34		1.12		9.53
	Lake Shore and Tuscarawas Valley Railway	17.81			2.15		19.96
Meeker	None						
Meigs	None						
Miami	Columbus, Chicago and Indiana Central Railway	22.06			6.74		28.80
	Dayton and Michigan Railroad	19.31			2.18		21.52
Monroe	None						
Montgomery	Atlantic and Great Western Railroad	5.14			9.21		7.35
	Cincinnati, Hamilton and Dayton Railroad	14.59			4.48	16.61	35.71
	Cincinnati, Sandusky and Cleveland Railroad	5.81			2.14		7.98
	Cincinnati and Springfield Railway	13.96			2.15		16.11
	Dayton and Michigan Railroad	11.40			2.58		13.98
	Dayton and Union Railroad	3.95			.05		4.
	Little Miami Railroad		22.		2.75		24.75
Morgan	None						
Morrow	Atlantic and Great Western Railroad	2.49					2.49
	Cleveland, Columbus, Cin'ti and Indianapolis Railway	26.11			1.46		27.57
Muskingum	Central Ohio Railroad	32.70			5.20		37.90
	Cincinnati and Muskingum Valley Railway	26.44			3.51		29.95
	Pittsburgh, Cincinnati and St. Louis Railway	14.10			2.30		16.40
Noble	Central Ohio Railroad .....	.45					.45
	Marietta, Pittsburg and Cleveland Railway	21.			1.25		26.25
Ottawa	Lake Shore and Michigan Southern Railway	41.67	4.		20.88		62.55
	Toledo, Tiffin and Eastern Railroad						
	Toledo and Woodville .....	.50			50		1.
Paulding	Toledo, Wabash and Western Railway	19.73			1.68		21.41
Perry	Cincinnati and Muskingum Valley Railway	19.72			1.46		21.18
	Columbus and Hocking Valley Railroad		2.		2.95		4.95
	Newark, Somerset and Straitsville Railroad	33.45			2.42		35.87
Pickaway	Cincinnati and Muskingum Valley Railway	23.05			2.19		25.24
Pike	None						

Portage.....	Atlantic and Great Western Railroad.....	22.79	.....	.....	7.49	30.28
	Cleveland and Mahoning Valley Railway.....	22.01	.....	.....	2.85	49.71
Preble.....	Cleveland and Pittsburgh Railroad.....	21.90	.....	.....	4.51	26.41
	Cincinnati, Richmond and Chicago Railroad.....	25.	.....	.....	1.78	26.78
	Columbus, Chicago and Indiana Central Railway.....	5.69	.....	.....	.27	5.96
	Dayton and Union Railroad.....	1.51	.....	.....	.24	1.75
	Little Miami Railroad.....	.....	19.	.....	1.02	20.02
Putnam.....	Dayton and Michigan Railroad.....	19.80	.....	.....	1.49	21.29
Richland.....	Atlantic and Great Western Railroad.....	20.51	.....	.....	2.21	22.72
	Cleveland, Columbus, Cincinnati and Indianapolis R'y.....	15.78	.....	.....	3.37	19.15
	Mansfield, Coldwater and Lake Michigan Railroad.....	7.35	.....	.....	.38	7.73
Ross.....	Pittsburgh, Ft. Wayne and Chicago Railway.....	24.15	.....	.....	4.90	29.05
	Sandusky, Mansfield and Newark Railroad.....	43.35	.....	.....	6.94	50.29
	Marietta and Cincinnati Railroad.....	39.	.....	.....	9.46	48.46
Sandusky.....	Cincinnati, Sandusky and Cleveland Railroad.....	12.31	.....	.....	.47	12.78
	Lake Erie and Louisvillle Railway.....	11.43	.....	.....	1.01	12.44
	Lake Shore and Michigan Southern Railway.....	26.66	.....	.....	6.90	33.56
	Toledo, Tiffin and Eastern Railroad.....	14.66	.....	.....	.68	15.34
	Toledo and Woodville.....	4.50	.....	.....	.24	4.74
Scioto.....	Marietta and Cincinnati Railroad.....	.....	23.70	.....	1.76	25.46
Seneca.....	Baltimore, Pittsburgh and Chicago Railway.....	31.40	.....	.....	1.36	32.76
	Cincinnati, Sandusky and Cleveland Railroad.....	24.25	.....	.....	1.59	25.84
	Lake Erie and Louisvillle Railway.....	10.44	.....	.....	.52	10.96
	Mansfield, Coldwater and Lake Michigan Railroad.....	29.25	.....	.....	1.08	30.33
	Toledo, Tiffin and Eastern Railroad.....	9.73	.....	.....	.39	10.63
Shelby.....	Cleveland, Columbus, Cincinnati and Indianapolis R'y.....	26.30	.....	.....	1.69	27.99
	Dayton and Michigan Railroad.....	20.49	.....	.....	2.37	22.86
Stark.....	Cleveland and Pittsburgh Railroad.....	10.	.....	.....	2.67	12.67
	Lake Shore and Tuscarawas Valley Railroad.....	21.49	.....	.....	6.22	30.71
	Massillon and Cleveland Railroad.....	11.60	.....	.....	1.10	12.70
	Pittsburgh, Ft. Wayne and Chicago Railway.....	35.02	.....	.....	13.07	49.79
Summit.....	Atlantic and Great Western Railroad.....	19.35	.....	.....	3.74	23.75
	Cleveland, Mount Vernon and Delaware Railroad.....	27.41	.66	.....	4.96	32.37
	Cleveland and Pittsburgh Railroad.....	11.90	.....	.....	2.20	14.10
	Lake Shore and Tuscarawas Valley Railroad.....	.92	.....	.....	.10	1.02
	Massillon and Cleveland Railroad.....	.90	.....	.....	.10	1.
Trumbull.....	Ashtabula, Youngstown and Pittsburgh Railroad.....	30.04	.....	.....	2.03	32.07
	Atlantic and Great Western Railroad.....	29.56	.....	.....	6.12	35.68
	Cleveland and Mahoning Valley Railway.....	19.04	.....	.....	8.41	27.45
	Mahoning Coal Railroad.....	26.30	.....	.....	1.16	27.46
	Painesville and Youngstown Railroad.....	20.76	.....	.....	.25	21.01
Tuscarawas.....	Cleveland and Pittsburgh Railroad.....	16.20	.....	.....	1.65	17.85

LENGTH OF TRACK, IN MILES AND DECIMALS.—Continued.

COUNTY.	COMPANY.	SINGLE MAIN TRACK.		Double main track.	Sidings, etc.	Constructed double gauge.	Total length of rail.
		Main Line	Branches.				
Tuscarawas	Lake Shore and Tuscarawas Valley Railway	22.51			4.65		27.16
	Marietta, Pittsburg and Cleveland Railway	23			1.50		24.50
Union	Pittsburg, Cincinnati and St. Louis Railway	21.70			6.90		28.60
	Atlantic and Great Western Railroad	23.98			3.26		27.24
	Cleveland, Columbus, Cincinnati and Indianapolis R'y	17.87			1.17		19.04
	Columbus, Chicago and Indiana Central Railway	13.05			.97		14.02
Van Wert	Pittsburg, Ft. Wayne and Chicago Railway	25.70			2.10		27.80
Vinton	Gallipolis, McArthur and Columbus Railroad	2.31					2.34
	Marietta and Cincinnati Railroad	23.51	.99				34.34
Warren	Cincinnati, Hamilton and Dayton Railroad	3.72			.62	4.31	8.65
	Cincinnati and Muskingum Valley Railway	9.89			.56		10.45
	Cincinnati and Springfield Railway	4.32			.62		4.91
	Little Miami Railroad	32.61		4.03	2.87		39.54
Washington	Marietta and Cincinnati Railroad	10.50			1.36		11.86
	Marietta and Cincinnati Railroad	29.80	3.		4.35		37.15
Wayne	Atlantic and Great Western Railroad	26.50	1.50		1.50		29.70
	Cleveland, Mt. Vernon and Delaware Railroad	18.46			2.06		20.52
	Lake Shore and Tuscarawas Valley Railway	24.59			1.52		26.11
	Pittsburg, Ft. Wayne and Chicago Railway	12.75			3.81		16.56
Williams	Lake Shore and Michigan Southern Railway	30.87			5.50		36.37
Wood	Baltimore, Pittsburg and Chicago Railway	18.55	24.30		3.45		27.75
	Dayton and Michigan Railroad	32.08			.72		19.27
	Lake Shore and Michigan Southern Railway	7.70		6.74	3.41		35.52
	Mansfield, Coldwater and Lake Michigan Railroad	15.19			3.07		17.51
	Toledo, Tiffin and Eastern Railroad	10.25			.41		15.19
Wyandot	Cincinnati, Sandusky and Cleveland Railroad	11.89	1.29		1.26		10.66
	Pittsburg, Ft. Wayne and Chicago Railway	21.70			3.70		25.40
Totals		33,958.98	*355.46	174.25	879.70	*148.08	5,516.47

* NOTE.—In tabulations from reports, Table VI. gives 60 miles more of main line and branches, and 60 miles less double-gauge track than here shown, caused by transfer of double-gauge track owned by the C. H. & D. R. R. Co. to operated line of A. & G. W. R. R., in that table.

RECAPITULATION.

COUNTIES.	Main line and branches.	Double main track.	Sidings, etc.	Construct- ed double gauge.	Total length of rail
Adams					
Allen	65.38		8.22		73.60
Ashland	28.96		3.58		32.54
Ashtabula	97.85	27.78	18 16		143.79
Athens	44.51		12.07		56.58
Auglaize	25.12		1.52		26 64
Belmont	41.85		8.16		50.01
Brown					
Butler	73.87		16 53	29.73	120.13
Carroll	22.40		.70		23.10
Champaign	78.30		11.40		89.70
Clarke	82 35		8.69		91.04
Clermont	10 10	6.10	2.		18.20
Clinton	52 95		5.04		57.99
Columbiana	84 34	1.35	19.39		105.08
Coshocton	23 30		2.80		26 10
Crawford	48 54	5.	21.17		74.71
Cuyahoga	92 90	45.82	102.82	28.75	270.29
Darke	92.53		8 09		100.62
Defiance	28 93		1.85		30.78
Delaware	46 89		6.96		53.85
Erie	53.35		25.33		78.68
Fairfield	52.66		6.81		59.47
Fayette	17.13		1.03		18.16
Franklin	97.73		39.04		136.77
Fulton	25.99		6.28		32.27
Gallia					
Geauga	24.59		1.25	1.79	27.63
Greene	54 71		7.25		61.96
Guernsey	55.05		6.12		61.17
Hamilton	118.33	35 96	50.62	34.36	239 27
Hancock	47.16		1.94		49.10
Hardin	51.26		4.31		55.57
Harrison	31.90		4.10		36.
Henry	44 23		4.28		48.51
Highland	28.98		2 58		31 56
Hocking	30.		3.86		33.86
Holmes	39.61		3.09		42.70
Huron	69.85		15.90		85.75
Jackson	37.93		3.85		41.78
Jefferson	60.92	.13	19.33		71.38
Knox	59.37		6.54		65.91
Lake	35 24	28.50	9.15		72 89
Lawrence	17.70		2.50		20.20
Licking	68 25		29.93		89 18
Logan	50.99		4.89		55.88
Lorain	85.34	7.74	35.64		128.72
Lucas	78.71	4.	53 25		135.96
Madison	38.47		8.78		47 25
Mahoning	55 88		9.30		65 18
Marion	56.02		4.72		60.74
Medina	26.22		3.27		29.49
Meigs					
Mercer					
Miami	41.40		8.92		50.32
Monroe					

RECAPITULATION—Continued.

COUNTIES.	Main line and branches.	Double main track.	Sidings, etc.	Construct- ed double gauge.	Total length of rail.
Montgomery	76.88		16.36	16.64	109.88
Morgan					
Morrow	28.60		1.46		30.06
Muskingum	73.24		11.01		84.25
Noble	25.45		1.25		26.70
Ottawa	42.17		21.38		63.55
Paulding	19.73		1.68		21.41
Perry	55.17		6.83		62.00
Pickaway	23.05		2.19		25.24
Pike					
Portage	66.70		14.85	24.85	106.40
Preble	51.20		3.31		54.51
Putnam	19.80		1.49		21.29
Richland	111.74		17.80		129.54
Ross	39.00		9.46		48.46
Sandusky	69.56		9.30		78.86
Scioto	23.70		1.76		25.46
Seneca	105.07		4.85		109.92
Shelby	46.79		4.06		50.85
Stark	81.11	1.10	23.66		105.87
Summit	61.14		11.10		72.24
Trumbull	150.02		17.97	7.62	175.61
Tuscarawas	83.41		14.70		98.11
Union	54.90		5.40		60.30
Van Wert	25.70		2.10		27.80
Vinton	26.78		9.90		36.68
Warren	61.07	4.03	6.03	4.34	75.47
Washington	60.80		5.85		66.65
Wayne	86.67		12.89		99.56
Williams	24.30		3.45		27.75
Wood	83.77	6.74	7.64		98.15
Wyandot	40.88		4.96		45.84
Totals	*4,314.44	174.25	879.70	*148.08	5,516.47

* In tabulations from reports, Table VI. gives 60 miles more of main line and branches, and 60 miles less double gauge track than here shown, caused by transfer of double gauge track owned by Cincinnati, Hamilton and Dayton Railroad Company to operated line of Atlantic and Great Western Railroad in that table.

MILEAGE OF RAILWAYS IN THE STATE, SHOWING LENGTH EACH YEAR FROM 1841 TO 1874;
INCLUSIVE.

1841.....	36 miles.	1858.....	2,788 miles.
1842.....	84 "	1859.....	2,697 "
1843.....	84 "	1860.....	2,974 "
1844.....	84 "	1861.....	3,024 "
1845.....	84 "	1862.....	3,024 "
1846.....	84 "	1863.....	3,051 "
1847.....	129 "	1864.....	3,051 "
1848.....	274 "	1865.....	3,176 "
1849.....	274 "	1866.....	3,197 "
1850.....	299 "	1867*.....	3,214 "
1851.....	572 "	1868.....	3,256 "
1852.....	890 "	1869.....	3,324 "
1853.....	1,385 "	1870.....	3,376 "
1854.....	1,500 "	1871.....	3,457 "
1855.....	1,641 "	1872.....	3,787 "
1856.....	1,869 "	1873.....	4,163 "
1857.....	1,880 "	1874.....	4,374 "

The aggregate reported cost of this completed road is \$268,684,952.14 an average of \$61,421.56 per mile. The additional amount of \$4,252,860.15 is reported as expended on 465 miles of line graded and in different stages of construction, making a total of \$272,937,812.29, an increase for the year of 5.62 per cent.

The capital stock paid in, and debt, funded and unfunded, representing the above built and partially constructed road, is \$150,547,397.14 stock (56.82 per cent. of total for entire lines), and \$152,433,365.33 debt, the average per mile of which, applicable to the 4,374.44 miles laid with rail, is \$67,782.50, an excess of 10.35 per cent., or \$6,360.96 per mile over the reported cost, making an aggregate excess or surplus of \$27,825,505.66 on the whole mileage in the State.

Paid in capital stock has increased within the year 8.36 per cent., funded debt 4.79, unfunded debt 61.40, total debt 8.69, and total stock and debt 8.52 per cent.

Or the above \$150,547,397, stock paid in and issued appertaining to the lines of railway within the State, \$35,814,968 (23.85 per cent.) is reported as held and distributed among 14,527 stockholders, citizens of Ohio—13.50 per cent. of the stock of the entire lines. The Cincinnati, Sandusky and Cleveland; Cincinnati and Springfield; Columbus, Springfield and Cincinnati; Mansfield, Coldwater and Lake Michigan; Painesville and Youngstown; Sandusky, Mansfield and Newark; and the Toledo, Wabash and Western Companies, aggregating 7.51 per cent. of total, fail to give the amount owned by Ohio stockholders.

* From 1867 each year ends June 30.

RAIL LAID, ETC.

The reports show 156 miles of steel and steel-capped rail, 453 new iron, 533 re-rolled, and 145 miles of spliced and mended rails laid in Ohio within the year—a total of 1,287 miles, or 23½ per cent. of the entire track re-laid with new or repaired rail. This is 274 miles less in the aggregate than was reported laid in 1873.

On the roads in progress within the State, 583 miles are reported as graded, of which 84 have been laid with rail since June 30, as follows: 7 miles on the road-bed of the Eastern Ohio Railroad, from Point Pleasant, on the Marietta, Pittsburg and Cleveland Railway, to Cumberland, Guernsey county; 7 miles by the Atlantic and Lake Erie Company; 15½ by the Baltimore, Pittsburgh and Chicago; 30 by the Baltimore Short Line; 10½ by the Ohio and Toledo; and 14 by the Painesville and Youngstown—making a total of single main track within the State at this date of 4,458 miles.

Nineteen iron, seventy-seven wood, three combination, and three stone-arch bridges, aggregating 11,179 feet, were built or completed within the year.

One stone tunnel, length 1,000 feet, is reported constructed by the Marietta, Pittsburg and Cleveland Company; and of fencing, 407.79 miles is new or rebuilt on the different lines within the year.

EARNINGS.

The gross earnings on 4,195.31 miles (an increase of 327.78 miles, or 8.47 per cent. of operated line for the year) were \$37,177,129.74, or \$8,861.59 per mile; 24.48 per cent. was derived from transportation of passengers, 69.95 from freight, 2.05 from mail service, 1.90 from express, and 1.82 from miscellaneous sources, including rents, etc. This is \$998,202.65 less than the earnings for year previous on 3,867.53 miles then operated, and a loss per mile of \$1,009.14, showing a falling off in the volume of traffic upon our roads the past year of 10.22 per cent.—a total deficiency by comparison of \$4,233,655.13.

OPERATING EXPENSES,

Omitting the item of interest on floating debt, heretofore included, aggregate \$27,063,273.85, or \$6,450.84 per mile, an average of 72.88 per cent.—being a decrease in the cost of operating of \$608.41 per mile, or 8.62 per cent. compared with the previous year. This leaves as total

NET EARNINGS

\$10,113,855.89, an average of \$2,410.75 per mile operated, against \$2,810.48 per mile and a total of \$10,873,448.22 for year ending June 30, 1873, on the less number of miles then operated, and shows as net result of the past year's business 3.39 per cent. on the aggregate paid in stock and debt appertaining to these lines within the State.

MILEAGE, ETC.

The mileage of locomotives hauling passenger trains was 14,821,979, an increase over report for previous year of 92,977; hauling freight trains, 39,822,014, increase of 1,928,641; other trains 4,809,409, a decrease of 2,151,006. Total mileage 59,453,402, being 129,388 less than reported last year. This apparent deficiency is more than accounted for by the omission of the Cleveland, Mt. Vernon and Delaware Company to report this item, which now, operating an increased length of line, gave last year 227,500. The Lake Shore and Tuscarawas Valley, and the Marietta, Pittsburg and Cleveland Companies, also fail to report the mileage on their lines.

The mileage of passenger cars, omitting the two last named lines, and the Toledo, Wabash and Western, which gave no car mileage, was 37,624,857, against 28,984,604 the previous year; and of freight cars 470,954,900, against 270,941,478 last year. The aggregate mileage of empty cars reported was 113,928,058, or over 24 per cent. of the entire freight car mileage. The Atlantic and Great Western; Cincinnati and Springfield; Cleveland, Columbus, Cincinnati and Indianapolis; Lake Shore and Tuscarawas Valley; Marietta, Pittsburg and Cleveland; Ohio and Mississippi, and Toledo, Wabash and Western, omit to give this item, and the Cincinnati, Sandusky and Cleveland, and Cleveland, Mt. Vernon and Delaware, include it with freight car mileage. The percentage of this service performed yielding no revenue varies, on the different lines reporting, from 19.15 on the Cincinnati, Hamilton and Dayton, to 62.39 on the Columbus and Hocking Valley road.

PASSENGER TRANSPORTATION.

The number of passengers reported carried within the year was 15,487,294, an increase over the previous year of 1,621,606, or 11.67 per cent. The aggregate earnings derived from this source was \$17,222,304.30; the total mileage, or number carried one mile (not including the Marietta, Pittsburg and Cleveland, and Painesville and Youngstown, they failing to give this item), is \$621,887,641; the average rate received per mile on

thirty-three lines reporting, was 2.672 cents; the average distance traveled by each, 41.55 miles, and the average amount paid by each \$1.11. The longest average passenger journeys were on the Ohio and Mississippi Railway, 78.90 miles; the Lake Shore and Michigan Southern, 59.69; the Cleveland, Columbus, Cincinnati and Indianapolis, 50.00; the Toledo, Wabash and Western, 46.71; the Pittsburgh, Ft. Wayne and Chicago, 41.20, and the Pittsburgh, Cincinnati and St. Louis, 40.74 miles. Other lines vary from 3 and 5 miles on the Cleveland and Newburgh, and Rocky River roads respectively, to 38.36 on the Atlantic and Great Western. The tariffs of fares reported as charged on the different lines show, on the following named roads constructed under the general law of May 1, 1852, an excess for eight miles and over, of the three cents limited by amended section 13 of above named act, passed April 25, 1873: Ashtabula, Youngstown and Pittsburgh, 3.50; Newark, Somerset and Straitsville,* 3.75; Mansfield, Coldwater and Lake Michigan, and Toledo, Tiffin and Eastern, each 3.50, and the lessee of the Cincinnati and Indiana charging 4 cents per mile for that distance. On the following lines, constructed under special charters granted previous to the adoption of the present constitution, the tariff is over 3.50 per mile for the same distance: Central Ohio, 4.17; Cincinnati, Hamilton and Indianapolis, 4; Cleveland and Pittsburgh,† 3.75, and the Ohio and Mississippi, 4 cents.

FREIGHT.

The tabulation of total tons local and through freight transported, 26,199,435, includes 594,659 of supplies for company's use. There is also noted on lines not carrying these supplies into their total tonnage, the additional quantity of 1,099,022 tons, making an aggregate of 27,298,457 tons transported the past year—an increase, compared with 1873, of 708,895 tons, or only 2.71 per cent., while the increase of line operated was 8.47 per cent.

Deducting these supplies, 25,602,776 tons were carried, yielding a revenue of \$45,608,576.52—an average of \$1.94 per ton. Of this, 7,824,679 tons, or 30.56 per cent., was reported as through freight. The total movement, or tons carried one mile, on 31 lines reporting, was 3,717,622,979—the average amount received per ton per mile 1.332 cents.

The classification of this freight tonnage shows 6,031,257 of coal carried on thirty one lines; 870,442 stone, lime, etc., on thirty, and

* General Manager Quincy advises that since report was made, the rate on the Straitsville Division has been reduced to conform to the law.

† Charter prescribes four cents as limit for any distance.

1,048,589 petroleum on twenty-two. Twenty-five report 993,545 tons of ore; twenty-eight, 573,570 pig and bloom iron; twenty-one, 177,875 of railroad iron, and twenty-three, 547,460 other iron and castings; 2,323,217 tons lumber and 1,753,670 of live stock are reported by thirty-one lines; thirty give 3,547,486 of grain; twenty-five, 876,936 other agricultural products; thirty-one, 1,061,033 of flour, and twenty-eight report 903,254 tons of beef, pork, etc. Twenty-five report 3,211,211 tons of manufactures and merchandise, and on twenty-nine lines is given under the head of miscellaneous 1,683,231 tons.

The per cent. of these several items to the total tonnage is, for coal, 23.54; stone, lime, etc., 3.40; petroleum, 4.10; ores, 3.88; pig and bloom iron, 2.24; railroad iron, 0.70; other iron and castings, 2.14; lumber, 9.08; live stock, 6.85; grain, 13.86; other agricultural products, 3.42; flour, 4.14; beef, pork, etc., 3.52; manufactures and merchandise, 12.54, and miscellaneous, 6.57.

The tariffs of rates charged per ton per mile on lines of 30 miles or more in length within the State, show that the following named companies charge an amount in excess of the maximum allowed by law, namely, five cents: On the Ashtabula, Youngstown and Pittsburgh, it is 7 cents; Cincinnati and Springfield, 5.50; Columbus and Hocking Valley, 9.25; Lake Erie and Louisville, 10.85; Lake Shore and Tuscarawas Valley, 11.25; Marietta, Pittsburg and Cleveland, 5.40; Newark, Somerset and Straitsville, 9; Toledo, Tiffin and Eastern, 7, and the Toledo, Wabash and Western, 11 cents.

In addition to foregoing, there is charged on lines constructed and operated under special charters, and on that ground claiming exemption from such restriction, as follows: Atlantic and Great Western, 5.05; Central Ohio, 7; Cincinnati, Sandusky and Cleveland, 6.73; Cleveland and Pittsburgh,* 6; Dayton and Union, 11.20; Lake Shore and Michigan Southern, 6.50; Marietta and Cincinnati, 7, and Sandusky, Mansfield and Newark, 9 cents.

EQUIPMENT NOT OWNED BY RAILWAY COMPANIES.

In addition to cars owned by the organized stock company freight lines regularly running over the lines of the State, and who are not required by law to make any report of their doings within the State, the returns for the past year show in use 100 locomotives, 27 express and baggage cars, 61 passenger, 144 drawing room and sleeping-cars, 5,065 freight and

* Charter, "for each ton weight of property, not more than 8 cents per mile; and in the same proportion for greater or less distance and weight."

52 other cars, owned principally by companies and parties resident in other States.

EMPLOYEES, LOSSES, ETC.

An aggregate of 27,711 persons are reported as employes within the State on the several different lines of railway—a falling off in number of 1,722, compared with previous year, or 5.85 per cent.

The amount reported as paid for injuries to persons within the State, is \$117,650.98; for animals killed, \$57,547.15, and for loss of goods and baggage within the year, \$287,272.44—a total for these three items of \$462,470.57, or 1.71 per cent. of the entire operating expenses appertaining to the lines within the State.

DIVIDENDS

Were only paid by seventeen companies—fourteen on their entire stock—as follows: The Cleveland, Columbus, Cincinnati and Indianapolis, 3.50 per cent.; Massillon and Cleveland, 5; Central Ohio, 6; Pittsburgh, Ft. Wayne and Chicago, 7; Cincinnati and Baltimore, Harrison Branch and Little Miami, 8; the Columbus and Xenia, 8.40; the Cleveland and Newburgh, Columbus and Hocking Valley, and Lawrence, 10; the Cleveland and Mahoning Valley, 12.75, and the Cleveland and Pittsburgh, 17 per cent.

The Dayton and Michigan paid an 8 per cent. dividend on its preferred and 3.50 on common stock; the Lake Shore and Michigan Southern, 10 on preferred and 4 on common; and three companies paid only on their preferred stock—the Cincinnati, Sandusky and Cleveland, 6 per cent., and the Newark, Somerset and Straitsville, and the Toledo, Wabash and Western, each 7 per cent.—the three aggregating \$71,761.83.

The total amount of dividends paid was \$6,512,218.21—\$495,488.83 being on preferred stock—a falling off from the amount paid by previous report of \$2,453,115.05, or 27.36 per cent.

INTEREST ON BONDS, ETC.

The interest reported as paid on funded debt amounts to \$12,630,377.83—\$230,718.49 in excess of amount reported paid previous year. The Chicago and Canada Southern; Cincinnati and Indiana; Mansfield, Coldwater and Lake Michigan; Painesville and Youngstown; Toledo, Canada Southern and Detroit, and the Toledo, Tiffin and Eastern companies reporting a bonded debt, do not report having paid any interest thereon the past year.

The interest paid on floating debt, in previous reports improperly in-

cluded in operating expenses, amounts to \$833,994.29, against \$428,473.25 for the year ending June 30, 1873.

ACCIDENTS TO PERSONS.

The aggregates of casualties reported as occurring on the railway lines within the State, for the year ending June 30, are, of killed, 6 passengers, 93 employes, and 120 others, on track and trespassing—a total of 219 killed—and of non-fatal injuries, 12 passengers, 165 employes, and 69 others—total injured, 246.

The number killed, of passengers, is 10 less, but of employes 1, and of others 18 more than were reported killed within the year previous, the result being an increase of 9 fatal accidents upon our railroads the past year, compared with that ending June 30, 1873.

Of non-fatal accidents, as compared with reports of year previous, the decrease is marked, being, to passengers, 56, and employes 108—making 164; from which number deduct the increase of 12 to others, which, if all casualties are reported as required, shows a total decrease for the year of 152, or over 38 per cent. of non fatal injuries, implying greater care on the part of those whose business and occupation expose them to loss of life or limb from this source. An analysis shows that these accidents resulted from the following causes:

Getting on or off engine or train while in motion—

Killed—passengers, 2; employes, 10; others, 13—25.

Injured—passengers, 5; employes, 10; others, 8—23.

Falling, or being thrown from engine or train—

Killed—passengers, 4; employes, 25; others, 1—30.

Injured—employes, 18.

By engine, car, or train leaving, or being thrown from track—

Killed—employes, 2.

Injured—passengers, 3; employes, 6; others, 1—10.

Collisions—

Killed—employes, 11.

Injured—passengers, 3; employes, 2—5.

Explosion of engine—

Employes killed, 1; injured, 4.

Run over, etc., in yards, at stations, or on sidings—

Killed—employes, 9; others, 7—16.

Injured—employes, 12; others, 7—19.

Lying, falling, walking, or being on track—

Killed—employes, 12; others, 82—94.

Injured—employes, 5; others, 35—40.

Driving or riding across track—

Others killed, 6; injured, 8.

Suicide—others killed, 2.

Stealing rides—

Others killed, 6 ; injured, 5.

Coupling, or crushed between cars—

Killed—employees, 18.

Injured—employees, 93 ; others, 5—98.

Struck by bridge, chute, or other obstruction—

Killed—employees, 1.

Injured—passengers, 1 ; employees, 5 ; others, 1—7.

On hand-car, falling from, or struck by engine—

Employees killed, 2 ; injured, 2.

Miscellaneous—

Killed—employees, 2 ; others, 1—3. .

Injured—employees, 8.

From the foregoing abstract it will be seen that the 6 fatal accidents to passengers occurred from carelessness, or want of proper caution on their part, in getting on or off of, or being thrown from, trains in motion ; and of those to employees, 35 of the 93, or over 37 per cent., happened from the same cause ; 11 were caused by collisions, 21 in yards or on track, and 18 while coupling. Of the whole number, 26 are from causes beyond the control of those killed, while 67 were from want of caution. Of the 120 others, trespassers, etc., killed, 27—over 22 per cent.—were getting on or off trains while in motion, in yards, at stations, stealing rides, etc., and 82—over 68 per cent.—were killed upon the track, while, notwithstanding there are 4,667 highways in the State reported as crossed at grade, only 6 persons were killed at or upon them, and 8 injured.

Of the 12 non fatal injuries to passengers, 4 occurred from lack of proper caution in getting on or off trains while in motion ; the others were caused by collisions, or cars being thrown from the track. Of those to employees, 45—over one fourth—happened in getting on or off, falling, or being thrown from engine or train, or in yards, on sidings, or on track ; 12 were from collisions, explosion of engines, etc., while 93 of the 165—56.35 per cent., and about the average for the past six years—were injured while coupling.

Of the 69 non-fatal accidents to others, 26, or over one-third happened about trains in motion, in yards, at stations, being on track, stealing rides, etc., and would not for the most part have occurred, if proper restraint could be enforced against idlers and trespassers by the police, railroad or other authorities. Thirty-five, or one-half, were on tracks on which they plainly had no business to be, either standing, walking, resting or sleeping. With very few exceptions, all accidents to those not passengers or employees, are the result of wanton and culpable exposure to unnecessary danger. Stringent laws, rigidly enforced, would

seem to be the only preventive to this common mode of maiming and suicide.

Of the killed 19, and of the injured 9, are reported as drunk when the accident occurred. Of the non-fatal accidents to employes, 26 are noted as being from causes beyond their control, 139 being the result of carelessness or want of caution.

The table on the following page shows, in a condensed form, the amounts and comparative growth of the principal items of interest, stock, debt, cost, length, traffic, earnings, etc., connected with our system of railways.

TABLE SHOWING THE AMOUNT AND ANNUAL INCREASE OF STOCK, DEBTS, ETC., OF RAILWAYS IN OHIO FOR FIVE YEARS, EACH YEAR ENDING JUNE 30.

ENTIRE LINES.	1870.	1871.	1872.	1873.	1874
Capital stock paid in	\$196,893,55 70	\$210,387,448 87	\$219,161,127 55	\$247,099,912 75	\$264,957,620 48
Funded debt	155,633,627 09	171,011,069 57	217,171,755 12	233,148,362 04	257,845,315 55
Floating debt	5,590,823 46	6,544,632 33	10,738,179 72	15,483,814 38	19,872,681 92
Length of main line and branches	6,283 miles.	6,536 miles.	7,408 miles.	(a) 7,573 miles.	7,769 miles.
Cost of road and equipment	\$333,436,116 86	\$363,778,316 25	\$388,113,494 48	\$462,094,996 87	484,268,484 79
Gross earnings	52,895,812 59	59,151,418 82	65,603,078 12	74,917,263 40	79,928,194 67
Operating expenses	37,020,331 69	40,296,667 38	45,034,708 21	53,885,605 22	51,130,023 30
Net earnings	15,875,480 90	18,854,751 44	20,568,369 91	21,031,655 18	19,798,169 37
Passengers carried	No. 11,883,637	No. 12,000,000	No. 12,068,832	No. 13,885,688	No. 15,487,294
Received for passengers carried	\$16,802,719 05	\$16,333,218 82	\$16,103,461 81	\$17,191,911 70	\$17,222,304 30
Freight transported	14,864,398 tons.	17,263,823 tons.	20,938,068 tons	26,589,562 tons.	(b) 26,199,435 tons.
Received for freight transported	\$33,348,135 20	\$30,296,617 11	\$35,889,178 26	\$53,886,343 12	\$49,608,576 52
Interest paid on bonds	6,291,317 53	7,505,432 31	9,726,359 06	12,399,659 34	12,630,377 83
Dividends paid	7,002,573 61	7,278,631 84	7,554,032 09	8,965,333 26	6,512,218 21
<i>Proportion for Ohio.</i>					
Of capital stock paid in	\$114,734,817 36	\$115,432,037 91	\$122,721,526 87	\$138,931,618 34	\$150,547,397 14
Funded debt	84,137,699 38	92,313,475 00	130,222,072 60	130,885,217 48	136,836,554 76
Floating debt	3,041,630 72	3,531,506 30	5,945,700 98	9,663,228 30	15,586,810 57
Total debt	87,178,640 10	95,844,981 30	126,167,772 98	140,248,445 78	152,433,365 33
Length of main line and branches laid with rail.	3,376 miles	3,457 miles.	3,787 miles.	4,163 miles.	4,374 miles.
Length of sidings, etc	788 "	845 "	890 "	1,041 "	1,111 "
Cost of road and equipment	\$176,142,054 01	\$188,152,405 56	\$206,352,805 71	\$258,100,155 25	\$272,937,812 29
Animals killed (so far as reported)	No. 1,563	No. 2,348	No. 1,926	No. 2,184	No. 2,803
Amount paid for same (so far as reported)	\$28,140 57	\$55,400 03	\$15,573 46	\$33,364 78	\$57,547 15
Total earnings	27,909,308 39	30,381,518 27	34,257,739 67	38,175,332 30	37,177,129 74
Operating expenses	19,422,377 93	20,776,222 57	23,570,784 17	27,301,884 17	27,603,273 85
Net earnings	8,486,930 46	9,605,295 70	10,755,060 29	10,873,448 22	10,413,855 89
Persons employed in operating road	No. 21,895	No. 21,193	No. 25,393	No. 29,433	No. 27,711

<i>Per cent. of increase in Ohio.</i>			
Of capital stock paid in	0.60	6.31	13.21
Funded debt	9.71	30.23	8.67
Floating debt	16.13	68.66	62.52
Total debt	9.95	31.06	11.16
Length of main line and branches	2.39	9.54	9.67
Length of sidings, etc	7.36	5.34	17.30
Cost of road and equipment	6.82	9.14	25.22
Total earnings	8.87	12.74	5.62
Net earnings	13.21	11.93	Decrease, { 2.88
Cost per cent. of operating expenses	68.38	68.32	6.98
			72.88

(a) Laid with rail; previous years include entire length of roads in process of construction.

(b) See remarks under head of "Freight," page 22.

TABLE SHOWING LENGTH OF LINES OWNED AND OPERATED IN OHIO BY OR UNDER THE CONTROL OF FOREIGN COMPANIES; WITH THE AMOUNT OF STOCK, DEBT, AND GROSS EARNINGS APPORTIONED THEREON; AND THE AMOUNT OF STOCK HELD IN EACH COMPANY BY CITIZENS OF OHIO.

COMPANY.	Length— miles.	Capital stock.	Funded and oth- er debt.	Gross earnings.	Stock owned by citizens of Ohio.
Atlantic and Great Western	248.	\$20,314,081 76	\$34,684,533 52	\$3,617,227 77	\$6,250 00
Cleveland and Mahoning Valley	123.35	2,759,200 00	1,967,000 00	.....	700 00
Cincinnati, Hamilton and Dayton	60.	.....	.....	.....	.....
Pennsylvania Company—	431.35	23,073,281 76	36,651,533 52	3,617,227 77	6,950 00
Ashtabula, Youngstown and Pittsburgh	62.60	\$1,806,287 25	\$1,784,587 66	\$152,530 68	\$251,750 00
Cleveland and Pittsburgh	184.77	10,398,829 26	4,110,600 30	2,738,351 57	2,997,350 00
Pittsburgh, Fort Wayne and Chicago	251.90	12,809,777 49	7,259,517 47	4,708,904 43	2,188,500 00
Lawrence	12.70	219,929 71	216,754 83	.....	7,750 00
Pittsburgh, Cincinnati and St. Louis	157.50	6,625,015 42	12,100,671 45	4,541,848 21	471,850 00
Columbus and Xenia	54.42	1,786,200 00	302,000 00	.....	1,445,050 00
Little Miami	136.97	4,608,250 00	2,227,000 00	.....	2,945,000 00
Columbus, Chicago and Indiana Central	135.90	3,220,889 80	5,851,005 98	.....	54,800 00
Cincinnati and Muskingum Valley	148.44	3,996,670 00	1,677,631 88	411,312 95	66,450 00
Mansfield, Coldwater and Lake Michigan	64.48	455,485 02	2,460,000 00	94,348 57	.....
Toledo, Tiffin and Eastern	43.06	276,068 00	866,518 10	96,880 34	138,068 00
Cleveland, Mt. Vernon and Delaware	147.66	1,726,315 14	3,058,708 67	421,563 13	113,750 00
Massillon and Cleveland	12.50	194,455 00	100,000 00	.....	133,000 00
Baltimore and Ohio—	1,412 90	48,154,172 09	42,045,056 34	13,165,739 98	10,813,318 00
Central Ohio	137.	\$2,851,950 00	\$2,500,000 00	\$937,131 15	\$520,250 00
Sandusky, Mansfield and Newark	116 25	1,037,553 00	2,306,500 00	717,251 26	.....
Baltimore, Pittsburgh and Chicago	94.30	30,025 00	2,150,375 00	29,678 96	None.
Newark, Somerset and Straitsville	44.	937,400 00	935,405 95	185,031 88	784,000 00
Marietta and Cincinnati	276.80	14,000,000 00	14,757,516 10	1,999,106 34	1,261,150 00
Cincinnati and Baltimore	5.60	747,355 00	850,914 87	.....	641,060 00
Baltimore Short Line	30.	301,195 00	803,101 14	.....	251,650 00
Baltimore and Ohio—	704.45	19,905,478 00	24,303,813 06	3,868,199 59	3,458,110 00

White Water Valley— Harrison Branch	7. 2.10	\$200,000 00 20,000 00	..... \$222,972 16	{ \$26,662 18	\$177,500 00 20,000 00
Cincinnati and Whitewater Valley	9.10	220,000 00	222,972 16	26,662 18	197,500 00
Cincinnati and Indiana	20.50	\$500,000 00	\$2,328,442 48	\$213,553 21	\$18,000 00
Ohio and Mississippi	19.53	\$1,104,161 85	\$569,893 60	\$155,171 51	\$208,400 00
Toledo, Wabash and Western	75.50	1,924,793 22	2,419,864 74	659,627 64	*
Cleveland, Columbus, Cincinnati and Indianapolis	307.75	\$11,777,137 03	\$3,026,019 58	\$3,483,249 91	\$505,100 00
Cincinnati and Springfield	48.80	1,100,000 00	3,199,547 18	651,558 41	*
Cincinnati, Sandusky and Cleveland	24.	.....	.....	.....	.....
Cincinnati and Baltimore	7.70	.....	.....	.....	.....
Lake Shore and Michigan Southern	388.25	12,877,137 03	6,925,566 76	4,144,808 32	595,100 00
Maohoning Coal	377.61	\$18,425,389 32	\$13,833,447 81	\$6,542,700 75	\$5,996,000 00
.....	41.58	1,350,000 00	1,452,574 21	.....	455,200 00
Cincinnati, Sandusky and Cleveland	419.19	19,775,389 32	15,286,322 02	6,542,700 75	6,411,200 00
Columbus, Springfield and Cincinnati	168.50	\$4,434,787 45	\$2,595,479 55	\$800,351 46	†
.....	41.37	1,000,000 00	1,008,370 00	.....	*
Chicago and Canada Southern	212.87	5,434,787 45	3,603,729 55	\$500,351 46	.....
Toledo, Canada Southern and Detroit	1.50	\$55,931 35	\$55,231 35	.....	\$50,000 00
.....	7.	199,137 96	162,931 02	.....	118,100 00
Totals	8.50	254,369 31	218,162 37	.....	108,100 00
.....	3,702.14	\$133,313,570 03	\$133,875,076 60	\$33,194,042 41	\$21,936,678 00

† "No record."

* Not reported.

The foregoing table exhibits the fact that about 85 per cent. of the entire railway mileage within the State is owned and controlled by foreign corporations, the gross earnings thereon being \$33,194,042. Of the \$133,313,570 "paid in capital stock" representing this 3,702 miles, only \$21,936,678 is reported as owned and held by citizens of Ohio, which is about 18 per cent. of the amount of stock appertaining to lines reporting, and \$8,324,227 less than the gross earnings on said lines for the year just closed.

CONDITION.

For the general condition of bridges, trestles and tracks of the roads in the State, attention is called to the report, herewith submitted, of Hon. Wm. Larwill, civil engineer, acting under authority of this office. The legislation suggested by Mr. Larwill is deemed wise, and cannot fail of accomplishing good results, especially that recommending that this office be made by law "the repository of all complaints against the safety of the roadways and the illegal exactions of employes."

As to the question of wooden superstructures, I cannot help thinking that in future they ought to be prohibited, and that those in use should be succeeded as soon as practicable by iron or stone.

There are 762 wood, 82 iron, 8 combination, and 97 stone arched bridges, aggregating 949, or 20.65 miles of railway bridges within the State. A considerable portion of these are new, having been built within the past three years.

There are 24.58 miles of trestling on the lines reported, which should be filled up without delay. Legislation prohibiting wooden structures in future, and requiring the filling up of trestling, is recommended.

STATIONS.

The number of telegraph stations reported on the lines, excluding the Iron and the Painesville and Youngstown roads, which have none, is 904, an average of one for each eight miles operated; and of passenger and freight stations within the State is 963, or one for each four and one third miles.

VALUATION OF RAILROAD PROPERTY.

The following table shows the property of the several railroad companies in the State, as fixed by the State Board of Equalization for such property, for the year 1873; also as valued by the local boards for 1874, with the changes made therein, and valuations as fixed by the State Board, taken from the report of the Auditor of State for 1874:

VALUATION OF RAILROAD PROPERTY.

COMPANY..	VALUATION AS FIXED BY—		CHANGES BY STATE BOARD FOR 1874.		
	State Board, 1873.	County Boards, 1874.	Additions.	Reductions.	Valuation as fixed.
Ashtabula, Youngstown and Pittsburgh	\$384,750	\$562,948			\$562,948
Atlantic and Great Western	3,250,660	3,313,391	\$231,937		3,545,328
“ “ Agent U. S. Rolling Stock Company		527,973			527,973
“ “ (Cleveland and Mahoning Valley Div.)		2,015,956			2,015,956
“ “ Agent U. S. Rolling Stock Company	1,953,676	508,653			508,653
Baltimore, Pittsburgh and Chicago	1,708,258	443,593	44,359		467,952
Baltimore and Ohio (Central Ohio Division)	1,820,582	1,820,582	109,234		1,929,816
“ “ (Straitsville Division)	265,550	376,605			376,605
“ “ (Lake Erie Division)	879,810	1,017,666	152,649		1,170,315
“ “ (Washington County Division)	15,604	17,779			17,779
Cincinnati, Hamilton and Dayton	3,572,843	3,052,183			3,052,183
Cincinnati, Indianapolis and Lafayette	736,337	720,243	18,006		738,249
Cincinnati and Muskingum Valley	1,162,223	1,161,327			1,161,327
Cincinnati, Richmond and Chicago	303,093	393,897			393,897
Cincinnati, Hamilton and Indianapolis	206,665	197,537	9,876		207,413
Cincinnati, Sandusky and Cleveland	1,052,725	1,153,986			1,153,986
Cincinnati and Springfield	1,274,327	1,425,171			1,425,171
Carrollton and Oneida	4,000	4,000			4,000
Chicago and Canada Southern	40,100	51,798			51,798
Cleveland, Columbus, Cincinnati and Indianapolis	8,701,252	9,815,802		\$294,474	9,521,328
Cleveland, Mt. Vernon and Delaware	1,258,965	1,655,330			1,655,330
Cleveland and Pittsburgh	5,784,362	6,059,026			6,059,026
Cleveland and Newburgh		10,000			10,000
Columbus and Hocking Valley	1,428,817	1,792,492			1,847,070
“ “ (main line)			77,942		
“ “ (Straitsville Branch)				23,364	
Columbus, Springfield and Cincinnati	248,976	483,088			483,088
Dayton and Michigan	1,900,741	1,873,177			1,873,177
Dayton and Union	351,818	364,740		73,948	291,792
Harrison Branch	72,129	59,598	11,919		71,517
Hayden's Switch	44,500	59,000			59,000
Iron	109,750	151,304			151,304

VALUATION OF RAILROAD PROPERTY—Continued.

COMPANY.	VALUATION AS FIXED BY—		CHANGES BY STATE BOARD FOR 1874.		
	State Board, 1873.	County Boards, 1874.	Additions.	Reductions.	Valuation as fixed.
Lake Erie and Louisville	\$218,625	\$126,870	\$5,374	.....	\$312,244
Lake Shore and Michigan Southern	13,981,533	14,225,530	.....	.....	14,225,530
Lake Shore and Tuscarawas Valley	932,780	955,530	.....	.....	955,530
Lawrence	94,672	94,672	.....	.....	94,672
Mahoning Coal	276,500	496,122	.....	.....	496,122
Mansfield, Coldwater and Lake Michigan	254,172	268,568	.....	.....	349,138
Marietta and Cincinnati	2,958,058	3,211,863	80,370	.....	3,211,863
Marietta and Pittsburgh	379,550	411,790	.....	.....	494,148
Ohio and Mississippi	624,686	490,032	147,009	.....	637,041
Painesville and Youngstown	50,052	267,534	53,506	.....	321,040
Pittsburgh, Cincinnati and St. Louis (Little Miami Division)	4,774,135	4,317,384	.....	.....	4,317,384
" " (Pan-Handle Division)	2,639,094	2,822,733	.....	\$33,000	2,759,733
" " (C. C. & L. C. Division)	2,377,412	2,735,435	.....	63,85	2,667,050
Pittsburgh, Ft. Wayne and Chicago	11,883,075	11,550,824	.....	115,508	11,435,316
Rocky River	24,810	24,810	.....	.....	24,810
Salineville Branch	15,000	15,000	.....	.....	15,000
Toledo, Canada Southern and Detroit .....	.....	48,850	.....	.....	48,850
Toledo and Stato Line .....	.....	20,850	.....	.....	20,850
Toledo, Tiffin and Eastern	239,910	380,171	.....	.....	380,171
Toledo, Wabash and Western	777,255	855,638	85,563	.....	1,41,201
Totals	\$79,213,550	\$84,698,232	\$1,190,302	\$607,479	\$85,280,855

* \$1,000 per mile, from Columbus to Newark.

TAXATION OF RAILROAD PROPERTY.

On this subject there is very little to add to what was said in the Commissioner's report of 1873. In States where railroads are taxed on the bases of annual incomes, the rule has been to take three per cent. of gross income as the value of the road for taxation. By comparison of this rule with our system for appraisement of this class of property, it is seen that the taxes as thus assessed and paid for seven years in Ohio have varied but a small fraction of one per cent. below this rate in any one year, and average within 25-1000 of one per cent. of this rate for seven years, as is shown in the following table, giving the gross income, valuation, taxes paid, and per cent. of taxes to income, of the railroads in the State :

YEAR.	Gross income of railroads having lines in Ohio.	Proportion for Ohio according to miles.	Valuation of railroad property in Ohio for taxation.	Taxes paid by railroad companies in Ohio.	Per cent.
1868.....	\$47,118,722 44	\$28,788,827 28	\$50,440,742 89	\$817,611 22	2.540
1869.....	51,110,520 13	30,136,663 27	49,777,188 00	*842,941 98	2.797
1870.....	†52,895,812 59	†27,909,308 30	50,269,275 67	\$1,048,802 16	3.758
1871.....	59,151,418 82	30,384,518 27	64,876,682 00	*902,029 82	2.968
1872.....	65,603,078 12	34,257,799 67	68,312,046 00	*931,094 56	2.718
1873.....	74,917,263 40	38,175,332 39	79,213,550 00	†1,095,634 55	2.570
1874.....	70,928,194 67	37,177,129 74	85,280,855 00	†1,111,652 01	2.990

The average per cent. of tax to gross income in Ohio for the seven years is 2.975.

Attention is called to the large amount of property in use on the railways of the State, consisting of drawing-room, palace and sleeping-cars, and cars owned and used by fast freight lines, that seems in a great measure to escape taxation. From information collected from the annual reports of the railway companies up to June 30, 1874, we mention the following, in order that some idea may be had of the magnitude of this class of property, and recommend such legislation as will secure from it an equitable proportion of taxes with other property.

The Pennsylvania Company, lessee, furnishes all equipment in use on the Ashtabula, Youngstown and Pittsburgh, the Mansfield, Coldwater and Lake Michigan, and the Tiffin, Toledo and Eastern Railroads, number, etc., not specified, and owns locomotives in use on the following lines: Cleveland, Mt. Vernon and Delaware, 6; Pittsburgh, Cincinnati and St. Louis, 16; and Pittsburgh, Ft. Wayne and Chicago, 5.

The Baltimore and Ohio furnish all equipment on the Baltimore, Pitts-

* From 1873 report of Auditor of State.
Railway omitted—no report.

† Cincinnati and Muskingum Valley
Railway omitted—no report.

burgh and Chicago Railway, except 21 locomotives, 2 other cars, and — palace-car sleepers, number not reported; also 4 coaches on the Marietta and Cincinnati Railroad.

The Pullman Palace Car Company, in addition to sleepers run over the Baltimore, Pittsburgh and Chicago, number not given, have 108 of their cars reported in use on the different lines in the State.

Gates & Wagner, of Buffalo, are running 6 of their drawing-room and 26 sleeping-cars over the Lake Shore and Michigan Southern.

The Atlantic and Great Western Railroad Company report as having 58 locomotives (19 in use), 20 express and baggage, 41 passenger, and 2,592 freight cars on their line, owned by the United States Rolling Stock Company.

The Cincinnati and Muskingum Valley Railway has 150 freight and 50 stock cars, owned by the (V) Car Company, of Pittsburgh.

There are 861 freight cars run on the Columbus and Hocking Valley road owned by coal operators.

The Whitewater Valley Railroad Company, in addition to 2 locomotives, 2 express and baggage, and 2 passenger cars owned, report 5 locomotives, 2 express and baggage, 4 passenger, 160 freight, and 2 other cars as rented from Chapman and H., trustees.

The Marietta Car Company own 6 passenger and 62 freight cars in use on the Marietta, Pittsburgh and Cleveland Railway; and on the Toledo, Wabash and Western there are 7 locomotives, 5 express and baggage, 9 passenger, and 1,240 freight cars furnished by the Wabash Equipment Company.

The aggregates of equipment not owned as reported are 100 locomotives, 27 express and baggage cars, 61 passenger cars, 144 drawing-room and sleeping-cars, 5,065 freight, and 52 other cars.

In addition, the following named stock company freight lines are doing a heavy transportation business over the roads of the State, running a large number of cars daily: Empire Line, Erie and Pacific Despatch, Lake Shore Crude Oil Transportation Company, Merchants' Despatch, Pittsburgh and Western Company, and the Union (*) Line.

SUPREME COURT DECISION.

The "proceedings in the nature of *quo warranto*" against the Pittsburgh, Ft. Wayne and Chicago Railway Company, with the opinion and decision of the Supreme Court as rendered at the December term, 1872, are republished with this report, being deemed of sufficient interest and value to the public; this decision being of more than ordinary importance, settling, as it does, the status and rights of other companies, as well as those of the Pittsburgh, Ft. Wayne and Chicago Company.

Among the companies reporting to this office up to June 30, 1874, as will be seen by reference to their reports, upon the Ashtabula, Youngstown and Pittsburgh; Mansfield, Coldwater and Lake Michigan; Toledo, Tiffin and Eastern; Newark, Somerset and Straitsville; Cincinnati and Indiana; Central Ohio; Cincinnati, Hamilton and Indianapolis; Cleveland and Pittsburgh, and on the Ohio and Mississippi, a higher rate is charged for passenger fare than is allowed by the act of April 25, 1873, as amended April 20, 1874.

There is also more charged for carrying freights than is allowed by said acts over the following lines: The Ashtabula, Youngstown and Pittsburgh; Cincinnati and Springfield; Columbus and Hocking Valley; Lake Erie and Louisville; Lake Shore and Tuscarawas Valley; Marietta, Pittsburg and Cleveland; Newark, Somerset and Straitsville; Toledo, Tiffin and Eastern; Toledo, Wabash and Western; Atlantic and Great Western; Central Ohio; Cincinnati, Sandusky and Cleveland; Cleveland and Pittsburgh; Dayton and Union; Lake Shore and Michigan Southern; Marietta and Cincinnati; and the Sandusky, Mansfield and Newark.

In May last, pamphlets containing copies of the act of April 20, 1874, and of all other acts passed at the last session of the Legislature affecting railways, were sent to the officers of all the companies in the State. We are advised that since the filing of the report of the lessee of the Newark, Somerset and Straitsville Railroad the fare for carrying passengers on it has been reduced to three cents per mile. No information has been received as to the other companies named having complied with the acts referred to; but the attention of their officers will at once be called to these violations, with request that they be discontinued.

In order that the rights of companies claiming exemption from the operation of the general laws regulating passenger and freight transportation may be judicially settled, the recommendation made by the Commissioner in 1873 is renewed: "That the Legislature authorize the Attorney-General to examine the changes which may have occurred in each of their organizations, and commence proceedings in *quo warranto* in any case where he may believe the company to have forfeited its chartered rights, unless such company shall notify him that it has already accepted the results of the decision; when, perhaps, additional legislation is needed to make such notification binding."

It is most desirable that all the roads of the State be placed upon one uniform and common basis as to legislative supervision and control. The sooner the status of these corporations and the question as to how far the Legislature may go in fixing the rates to be charged by them for carrying

passengers and freight be determined, the better it will be for the companies and for the people.

REPORTS.

Blank forms (see copy contained in this report) were forwarded on the first of July to the several railway companies having lines or doing business within the State, upon which to make their annual returns to this office; and while it is a matter of congratulation to say that most of said companies reported within the time specified by law, yet, as has been the case every year since the creation of the office, there are a few that have been grossly negligent in this respect, and also in properly filling the blanks and answering the questions propounded. This occasions great delay, as no general analysis, deductions or tabulations can be made of value by this department until all the companies have filed their reports. All attempts in that direction will be simply guesses or approximations, as the omission of one report will affect, perhaps essentially, the proportions or facts aimed to be derived from this source.

Among those most prominent in this neglect and disregard of the act of May 3, 1873, entitled "An act to make more efficient the reports of railway and telegraph companies," is the Mansfield, Coldwater and Lake Michigan Railroad Company. A report made by it on blank furnished and attested by the Vice President 28th August, was received at this office August 31st (within the time limited by law for filing reports), but it was found very incomplete and unsatisfactory. After the supplementary report required from the Pennsylvania Company, lessee, was filed and examined, on September 26th a full and detailed statement was prepared and mailed to the Vice President of the company at Mansfield, calling his attention to the omission of important items, requiring them to be supplied; also asking for explanation and adjustment of large discrepancies pointed out in reports made by the company and lessee for the past year, and also as compared with those for 1873.

No reply being received, he was again addressed November 6, and his prompt attention and response urgently requested. This producing no result, messages requiring answer of our communication of 26th September were telegraphed November 26 and December 7, but these meeting no better success than previous efforts, recourse was had to the manager of the Western Union Telegraph line at Mansfield, December 10, by telegram, in order to ascertain if the messages failed to reach their destination. He answered, "Yes; both messages delivered personally. He says he is getting up the information and will send by letter soon as possible." This not being satisfactory, answer was immediately dispatched to send at once; no delay could be permitted. But there the

matter rests. We have to this date no response from the company's officers in any form, not even an apology for failing to comply with the demands made in terms of the law.

Other cases might be mentioned in this connection, but it is only deemed advisable to call attention to this one, relying that in future there will be no further evasion of the lawful requirements of the Commissioner by companies in making or amending their reports.

It has not been our intention to impose upon or ask any question of companies that is not regarded as proper and for the best interest of the people of the State. Hence our aim has been to make the information collected by this department as full and complete as the difficulties attending the same will admit.

The companies named in 1873 report as organized, but which, having made no progress the past year, are omitted from this report, are the Continental Railway, and the Sandusky, Ashland and Tuscarawas Valley.

In the record of new companies, etc., last year, the following were accidentally omitted :

The Wheeling, Lima and Chicago Railroad Company. Certificate filed January 14, 1873. Capital stock \$2,000,000. Shares \$50 each. To construct a railroad from a point on the Ohio river, at or near Bellaire, passing through the counties of Belmont, Guernsey, Coshocton, Knox, Morrow, Marion, Hardin and Allen, to a point at or near the village of Willshire, in the county of Van Wert.

Defiance and Indianapolis Railway Company. Certificate filed January 30, 1873. Capital stock \$700,000. To construct a railroad from a point on the Toledo, Wabash and Western Railway, in the west line of section 26, township 4 north, range 2 east, in Defiance county, to the south line of the southwest quarter of section 12, township 2 north, range 2 east, in Paulding county; and thence to a point in the State line in Van Wert county, where a straight line drawn from the southwest corner of the village of Paulding to the village of Decatur (Decatur county), Indiana, would intersect said State line; all within said counties of Defiance, Paulding and Van Wert.

The Cincinnati Metropolitan Transit Railway Company. Certificate filed February 1, 1873. Capital stock \$600,000. Shares \$50 each. To construct a railroad from a point near the foot of Eggleston avenue, Cincinnati, through Hamilton to the town of Chester, in Butler county; all within said named counties.

The Jackson and Pigeon Creek Railroad Company. Certificate filed February 4, 1873. Capital stock \$100,000. Shares \$50 each. To con-

struct a railroad from Jackson to Byers' Station, on the Marietta and Cincinnati Railroad, being wholly within the county of Jackson.

Pittsburgh, Cardington and Bellefontaine Railway Company. Certificate filed February 8, 1873. Capital stock \$1,000,000. Shares \$50 each. To construct a railroad from Loudonville to Bellefontaine, passing through the counties of Ashland, Richland, Knox, Morrow, Marion, Delaware, Union and Logan.

Put-in-Bay Telegraph Company. Certificate filed February 18, 1873. Capital stock \$10,000. Shares \$50 each. To construct a line of magnetic telegraph from Put-in-Bay Island, Ottawa county, to Sandusky, Erie county; all within said named counties.

The Defiance and Michigan Railway Company. Certificate filed February 15, 1873. Capital stock \$600,000. To construct a railroad from the village of Defiance, passing through the counties of Defiance and Williams, to a point in the north line of the State in the last named county.

The Cincinnati and Portsmouth Railroad Company. Certificate filed March 1, 1873. Capital stock \$500,000. Shares \$50 each. To construct a railroad from Cincinnati to Portsmouth, passing through the counties of Hamilton, Clermont, Brown and Adams into Scioto county.

And a supplementary certificate of the Lake Shore and Tuscarawas Valley Railway Company was omitted also. Filed March 5, 1873. To extend its road from the southern terminus selected in Mill township, Tuscarawas county, on the Pittsburgh, Cincinnati and St. Louis Railway, to and into Washington township, Harrison county.

Certificates have been filed by companies within the year ending June 30, 1874, for the following purposes:

NEW INCORPORATIONS.

Toledo and Michigan State Line Railway.—Filed July 2, 1873. Capital stock, \$200,000; shares \$50 each. To construct a railroad from Toledo, Lucas county, "in a straight line, as near as may be," to the State line of Ohio, in Chesterfield township, Fulton county: all within said named counties.

The Portsmouth, Columbus and Michigan Railway Company.—Filed July 15, 1873. Capital stock \$200,000; shares \$50 each. To construct and operate a railroad from Portsmouth in a northerly direction through the counties of Scioto, Pike, Ross and Pickaway, to Columbus, in Franklin county; thence in a northwesterly direction through Franklin, Madison, Union, Logan, Hardin, Auglaize, Allen, Hancock, Putnam, Henry and Defiance, to the north boundary line of Ohio, in the town of Madison, Williams county.

Newark and Flint Ridge Railroad Company.—Filed August 30, 1873. Capital stock \$50,000; shares \$50 each. To construct a railroad from at or near the head of the East Branch of Clay Lick creek, Hopewell township, by way of the valleys of said East Branch, and of Clay Lick creek, crossing the Central Ohio Railroad at or near Clay Lick Station, to a

point on the line of the Pittsburgh, Cincinnati and St. Louis Railway at or near where it crosses Bowling Green run, in the town of Madison: all in the county of Licking.

The Federal Creek Valley Railroad Company.—Filed November 6, 1873. Capital stock \$300,000. To construct a railroad from a point on the Baltimore Short Line Railway, at or near the mouth of Federal creek, in the county of Athens, passing through Morgan county, to, at or near the village of Moxahala, in Perry county.

Lakeriew and Collamer Railroad Company.—Filed February 3, 1874. Capital stock \$250,000. To construct a railroad from Cleveland to the village of Euclid; all within the limits of Cuyahoga county.

The Highland Railroad Company.—Filed February 16, 1874. Capital stock \$260,000; shares \$50 each. To construct a narrow gauge railway from Cincinnati to the village of Mt. Pleasant; all in Hamilton county.

The Lake Erie, Alliance and Wheeling Railroad Company.—Filed February 19, 1874. Capital stock, \$2,000,000. To construct a railroad from Painesville to Bridgeport, passing through the counties of Lake, Geauga, Trumbull, Portage, Mahoning, Stark, Carroll, Harrison and Belmont.

The Circleville, McArthur and Gallipolis Railroad Company.—Filed March 5, 1874. Capital stock \$200,000. To construct a railroad from Circleville to intersect the Gallipolis, McArthur and Columbus Railroad at or near McArthur, passing through the counties of Pickaway, Hocking and Vinton.

Toledo and Grand Rapids Railroad Company.—Filed March 22, 1874. Capital stock \$200,000. To construct a railroad from Toledo via Maumee City and the village of Waterville to the village of Grand Rapids, in Wood county; all in Lucas and Wood counties.

The Huron and Shawnee Transportation Railroad Company.—Filed April 20, 1874. Capital stock \$300,000. To construct a railroad from a point on the Sandusky, Mansfield and Newark Railroad in Oxford township, at or near Prout's Station, to the village of Huron, on the shore of Lake Erie; all in Huron county.

The Bowling Green Railroad Company.—Filed April 27, 1874. Capital stock \$40,000; shares \$50 each. To construct a railroad from Bowling Green, Wood county, to Toledo; all in the counties of Wood and Lucas.

Hanging Rock Railway Company.—Filed May 11, 1874. Capital stock \$2,000,000. To construct a railroad from Columbus to Pomeroy, passing through the counties of Franklin, Pickaway (and through the city of Circleville, or within one-half mile of its corporate limits), Hocking, Vinton, Jackson (through the town plat, or within one-quarter mile of Wellston, in said county,) and Meigs.

Massillon and Coshocton Railway Company.—Filed May 21, 1874. Capital stock \$300,000; shares \$50 each. To construct a railroad from Massillon to, at or near the village of Coshocton, passing through the counties of Stark, Tuscarawas and Coshocton.

The Columbus and Mineral Valley Railway.—Filed June 9, 1874. Capital stock \$300,000. To construct a railroad from Columbus to a point at or near the mouth of Sunday creek, in Athens county, passing through the counties of Franklin, Licking, Fairfield, Perry and Athens.

The Huron River Railroad Company.—Filed June 15, 1874. Capital stock \$8,000. To construct a railroad from the south boundary line of the village of Huron to the lighthouse at the mouth of Huron river, in Lake Erie: all within the county of Erie.

The City and Suburban Telegraph Association.—Filed July 5, 1873. Capital stock \$100,000; shares \$50. Termini, cities of Hamilton and Cincinnati.

The Union Metropolitan Telegraph Company.—Filed April 9, 1874. Capital stock \$5,000;

shares \$10 each. Principal office and main line in Cleveland, with branches to Glenville, Collamer and Euclid; all within the county of Cuyahoga.

CHANGE OF NAME.

A decree was rendered December 8, 1873, at the October term of the Court of Common Pleas of Washington county Ohio, (certificate filed in office of Secretary of State December 9, 1873), changing the name of the Marietta and Pittsburgh Railroad Company to Marietta, Pittsburg and Cleveland Railway Company.

CONSOLIDATIONS.

Chicago and Atlantic Railway Company.—Articles dated July 15: filed August 6, 1873. Capital stock \$7,000,000: shares \$100 each. Formed by the consolidation of the Chicago and Atlantic Railway Company (a corporation existing under the laws of Illinois and Indiana, by virtue of a consolidation heretofore made by the Chicago and Atlantic Railway Company, of Indiana, with the Chicago and Atlantic Extension Railway Company, of Illinois) with the Baltimore, Pittsburgh and Continental Railroad Company, of Ohio. Line extending from Chicago in an easterly direction through the States of Illinois, Indiana and Ohio to a point in the east line of Ohio near the north-east corner of Unity township, Columbiana county. Length about 430 miles.

Cincinnati and Great Northern Railroad Company.—Articles dated June 7, 1873; filed September 17, 1873. Capital stock \$6,200,000; shares \$50 each. Formed by the consolidation of the Cincinnati and Great Northern Railroad Company, of Ohio, with a company bearing the same name, of Michigan.

The Michigan and Ohio Railway Company.—Articles dated September 15, 1873; filed April 1, 1874. Capital stock \$15,000,000: shares \$100 each. Formed by the consolidation of the Ohio and Grand Haven Railroad Company, of Michigan, with The Portsmouth, Columbus and Michigan Railroad Company, of Ohio. Termini, Grand Haven, Michigan, and Portsmouth, Ohio.

SUPPLEMENTAL.

Mahoning Coal Railroad Company.—Filed July 17, 1873. To construct branches, one beginning on the line of said railroad at or near Terrill Hill, Fowler township, extending in a southwesterly direction into the township of Vienna to a point at or near the line between the townships of Vienna and Liberty, all in Trumbull county, being about six miles; also, a branch beginning on the line of said Mahoning Coal Railroad at or near Coalburg, in Hubbard township, to a point on the Pennsylvania and Ohio State line in Brookfield township; all in Trumbull county.

Cincinnati and Baltimore Railway Company.—Filed October 1, 1873. To construct "The Storrs Branch of the Cincinnati and Baltimore Railway." Termini, a point on the main line at or near the intersection thereof with Eighth street, in the city of Cincinnati, and a point on the Ohio and Mississippi Railway within the yards of the latter named company, in Storrs township; all in Hamilton county.

Atlantic and South-Eastern Railway Company.—Filed December 3, 1873. To construct a branch from the termini of its railway, in the village of Salineville, to a point in Centre township, to intersect with the Niles and New Lisbon Railway; all within the county of Columbiana.

Wheeling and Lake Erie Railroad Company.—Filed March 26, 1874. To run its line through Lorain county, in order to avoid difficult curves, grades, etc.

Gallipolis, McArthur and Columbus Railroad Company.—Filed April 24, 1874. Changing route, so as not to pass through Jackson county, in order to avoid difficult curves, many and expensive bridges, excessive grades, etc.

INCREASE OF STOCK.

Newark, Somerset and Straitsville Railroad Company.—Filed September 23, 1873, for issue of \$53,000 preferred stock, making authorized capital—common \$500,000, preferred \$153,000; total, \$653,000.

Wheeling and Lake Erie Railroad Company.—Filed October 9, 1873, for increase of \$470,000 common stock, making total authorized capital \$8,700,000.

Marietta, Pittsburg and Cleveland Railway Company.—Filed January 12, 1874, for increase of \$4,500,000 in preferred stock; which, with \$1,500,000 common stock previously authorized, makes a total authorized capital of \$6,000,000, as reported by the company on June 30, 1874.

Ashtabula, Youngstown and Pittsburgh Railroad Company.—Certificate dated January 3, 1874, and filed January 14, 1874, in office of Auditor of State, recites that an issue of \$400,000 preferred stock was authorized by vote of requisite amount of existing stock on April 22, 1873, had under provisions of act of March 29, 1856.

RAILROAD LAWS.

[The two acts following affecting railway companies were passed at the session of 1872, but by an oversight were omitted from the list printed in the report for 1872 from this office:]

AN ACT amendatory of and supplementary to "An act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852.

[1872, February 14, p. 14. Vol. C9.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That section two of said entitled act be so amended as to read as follows:

Section 2. That all certificates executed and acknowledged under any of the provisions of said act of May 1, 1852, as in this act provided, and under which any company or association of persons have in good faith organized and acted, shall, nevertheless, be as good and valid, both in law and equity, as if the same had been acknowledged as provided in the original section to which this is an amendment.

Sec. 3. That any number of persons, as aforesaid, associating to form a company for the purpose of constructing a railroad, shall, under their hands and seals, make a certificate which shall specify as follows: 1. The name of such company, and by which it shall be known. 2. The name of the place of the terminal of said road, and the county or counties through which such road shall pass. 3. The amount of capital stock necessary to construct such road. Such certificate shall be acknowledged before a clerk of the court of common pleas, or notary public, or before a justice of the peace, and certified by the clerk of the court of common pleas and shall be forwarded to the secretary of state, who shall record and carefully preserve the same in his office, and a copy thereof.

* Certificate recites the existing authorized common stock as \$1,500,000, applicable to branches \$2,500,000, and preferred now certified to \$1,500,000; making a total of \$5,500,000.

† This and all other existing acts authorizing increase of capital stock of railroad companies was repealed by act passed May 5, 1873. (70 O. L., 289.)—COMMISSIONER.

duly certified by the secretary of State, under the great seal of the state of Ohio, shall be evidence of the existence of such company.

SEC. 2. That said original section two be and the same is hereby repealed.

SEC. 3. This act shall take effect from and after its passage.

AN ACT to amend an act entitled "An act relating to the sale of bonds of railroad companies, and to increase the number of directors," passed December 15, 1852. (S. & C., 321.)

[1872, April 27, p. 173, Vol. 69.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That the second section of the act to which this is an amendment be so amended as to read as follows:

Section 2. No director of any railroad company shall, either directly or indirectly, purchase from such company, of which he is or may be a director, any of the capital stock, or any of the bonds, notes or other securities of such company of which he is or may be a director, for less than the par value thereof; and all such stocks, bonds and notes or other securities that may be purchased by any such director for less than the par value thereof, as aforesaid, shall be null and void.

SEC. 2. That original section two of the act aforesaid be and the same is hereby repealed.

SEC. 3. This act shall take effect from and after its passage.

ACTS PASSED AT SESSION ENDING APRIL 20, 1874.

AN ACT to amend section three (3) of an act entitled "An act to prevent Collisions on Railroads within the State of Ohio," passed March 24, 1869. (S. & C., p. 372.)

[1874, March 31, p. 50, Vol. 71.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That section three (3) of the above recited act be so amended as to read as follows:

Section 3. That every engineer, or person in charge of an engine, who shall willfully fail to comply with the provisions of the first section of this act, or shall fail to bring the engine of which he is in charge, with the train, if any, thereto attached, to a full stop at least two hundred feet before arriving at any railroad crossing or connection, or shall cross the same before signaled so to do by the watchman, or before the way is clear, shall be deemed guilty of a misdemeanor, and upon conviction thereof before any court of competent jurisdiction shall be fined in any sum not exceeding one hundred (\$100) dollars, or imprisoned in the jail of the proper county for a term not exceeding thirty (30) days, or both, at the discretion of the court, and shall moreover be personally liable therefor to the person or persons injured to a penalty of one hundred dollars, to be recovered by civil action, at the suit of the state of Ohio, in the court of common pleas of any county where such crossing or connection exists: and the company in whose employ such engineer or person in charge of an engine may be, as well as the person himself, shall be liable in damages to any person or company who may be injured in person or property by the neglect or act of said engineer or person in charge of an engine as aforesaid; and such engineer or person in charge of an engine shall also, in case any person be killed by reason of his neglect or failure to bring such engine and train of cars, if any there be attached thereto, to a full stop at least two hundred feet before reaching a crossing or connection with the track of another railroad, or by reason of his crossing the same before being signaled so to do by the watchman there stationed, or before the way is clear, be liable to indictment, conviction and punishment for manslaughter; or in case any person sustain bodily injury, not affecting life, by reason thereof, then such engineer or person in charge of an engine, as aforesaid, shall be considered guilty of a

misdemeanor, and shall, on conviction thereof in the proper court of the county where such bodily injury occurred, be imprisoned in the jail of the county not less than one nor more than twenty months, or be fined in any sum not more than five hundred dollars, or both, at the discretion of the court.

SEC. 2. The original section three (3) of the above recited act is hereby repealed, and this act shall be in force from and after its passage.

AN ACT to secure pay to persons performing labor or furnishing materials in constructing Railroads.

[1874, March 31, p. 51, Vol. 71.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That any person or corporation contracting for the construction of a railroad, depot buildings, water tanks, or any part thereof, shall be liable to and shall pay each person performing labor or furnishing materials stipulated for in the contract with the owner of said road, under a contract, express or implied, with the original contractor, or with any sub-contractor for the whole or any part of the work stipulated in the original contract with the owner of the railroad; Provided, that if the aggregate amount of the indebtedness of said contractor or sub-contractor for said labor and materials exceed ninety per cent. of the contract price for said labor and materials in the contract between the owner of the road and the first contractor, then the person or corporation owning said road shall pay to each person performing said labor or furnishing materials such a per cent. of their claims as ninety per cent. of the first contract price for said labor and materials is of the aggregate amount unpaid of the indebtedness for said labor and materials; and any person or corporation contracting for the construction of the whole or any part of a railroad shall provide in the contract that the labor performed and materials furnished under the stipulations of the contract shall be paid as herein provided by the company to the persons to whom the same may be due, before any part of the contract price is paid to the contractor; provided, that any person performing said labor or furnishing said materials, who has not been paid therefor, shall serve a notice in writing upon the secretary or other officer or agent of said railroad company, by delivering a copy of said notice, or leaving a copy at his usual residence or place of doing business, within thirty days from the date that said person ceased furnishing said materials or laboring on said road as aforesaid, stating in said notice the kind and amount of materials furnished or labor performed, the time when, the contractor or sub-contractor for whom, and the section and place where, on the line of the road, said labor was performed or materials were furnished by him as aforesaid, and the amount due him therefor; and any person failing to serve said notice within said time shall be deemed and held to have waived all claim under this act against the said railroad company.

SEC. 2. That each contractor or sub-contractor shall have at least five days' notice of the time the claim for labor performed and materials furnished under a contract with him will be paid, which may be served upon him by the owner of said road personally, or upon his authorized agent in writing, signed by the owner, his agent, or some officer or agent of the company owning said road, stating therein the time said claims will be paid, and, on request of said contractor or sub-contractor, he shall be permitted to examine said claims before they are paid, at any time after said notice has been given; and if he dispute any of the claims, the company or owner of the road shall withhold payment of the disputed claims until they are adjusted; if the matter cannot be adjusted between the parties it may be submitted to the arbitrament of three disinterested persons, one to be chosen by each party and the third by the two thus chosen,

and their decision or the decision of any two of them shall be final and conclusive in the matter submitted: Provided, that the claimant shall in each case be required to prosecute his claim before the proper tribunal within thirty days, and prosecute the same to final judgment without delay.

SEC. 3. The several provisions of the foregoing sections shall apply to and include any person who shall furnish boarding to such contractor or sub-contractor for the persons employed by them, or either of them, in furnishing materials for or in the construction of such railroad; and in every such case the notice required in section one of this act shall have attached thereto an itemized account of such board, showing the name of the contractor or sub-contractor for whom such board was provided, the time when the several persons to whom the same was furnished by said boarding-house keeper, and the several amounts unpaid for each respectively. The word owner in this act shall be held and considered as including any lessee, receiver, corporation, company or person owning, operating or managing any railroad with whom or in whose behalf the contracts named in this act shall have been made.

SEC. 4. This act shall take effect and be in force from and after its passage.

AN ACT to amend an act entitled "An act supplementary to an act to provide for the creation and regulation of Incorporated Companies in the State of Ohio," passed May 2, 1871. (O. L., Vol. 62, p. 123.)

[1874, March 30, p. 51, Vol. 71.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That section one of the above recited act be amended so as to read as follows:

Section 1. That whenever any railroad company heretofore incorporated, the line of whose railway has not been finally located in whole or in part, by resolution of the board of directors, shall find it necessary, in order to avoid dangerous or difficult curves or grades, or dangerous or unsubstantial grounds or foundations, or for other reasonable causes, to pass through the territory of any county not named in the original certificate of incorporation, or to avoid passing into or through the territory of any county named in the original certificate of incorporation, other than a county in which one of the terminal points of such railway may be fixed by the original certificate of incorporation, or in which may be located a town or place by or through which the line of such railway, by the calls of such original certificate, is to pass, the president and directors of such railway company, or a majority of them, shall, under their hands and seals, make a certificate declaring such necessity and the cause or causes thereof, and naming therein the county or counties through which it may be necessary to pass, or to avoid passing into or through, which certificate shall be acknowledged before some justice of the peace, and certified by the clerk of the court of common pleas, and forwarded to the secretary of state and filed in his office and preserved therein, as is or may be provided by law for original certificates of incorporation; and a copy of such certificate, certified by the secretary of state, under the great seal of the state, shall be evidence of the facts therein stated: Provided, that nothing herein shall be construed so as to authorize the abandonment of any part of such company's line as may have been finally located; and provided further, that nothing in this act shall be construed so as to authorize a change of the general route of the line of such railway, or the terminal points named in the original certificate of incorporation.

SEC. 2. That in any case where the line of any railway company shall, under authority given by this act, be diverted from any county named in the original certificate of incorporation, such railway company shall be liable in damages when any shall be caused by such change or diversion to any person or persons owning land in such county,

and all persons who may have subscribed to the capital stock of said railroad, on the line of that part of said railroad to be changed by the provisions of this act, shall be released from all obligations to pay such subscription: Provided, that no action shall be commenced for such damages after six months from the filing of such certificate as is provided for in the first section of this act with the secretary of state, and the publication of notice thereof by such company for four consecutive weeks in some newspaper printed in such county, or if none be printed there, then in some newspaper having general circulation therein, saving the rights of infants, lunatics and persons imprisoned for six months after disability removed.

SEC. 3. Said original act passed May 2, 1871, is hereby repealed.

SEC. 4. This act shall be in force from its passage.

AN ACT to amend section one of an act entitled "An act providing for inclosing Railroads by Fences and Cattle-guards," as amended April 26, 1871. (Laws of 1871, page 78.)

[1874, April 18, p. 85, Vol. 71.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That section one of the above recited act be amended so as to read as follows:

Section 1. That any railroad company, or other party having control or management of a railroad, the whole or a part of which is now or shall be in this state, is hereby required, at their own expense, to construct good and sufficient fence to turn stock along the whole line, except as hereinafter provided, on both sides of said railroad, within six months after the passage of this act, along the line of the lands of the railroad, in operation at the date of the passage of this act, which then have not been fenced as required by this act, and within six months from the time cars are commenced to be run for the transportation of passengers or freight, on all railroads that have not commenced running regular trains at the date of the passage of this act, and at their own expense to keep said fences up in good repair thereafter; and also to make and maintain safe and sufficient crossings of good width at every point where any public road, street, lane or highway may cross said railroad, that is or may be used by the public, with the necessary cattle-guards on each side of said crossings, to prevent cattle or other domestic animals from endangering themselves and the lives of passengers by getting upon such railroads; and every such railroad company or party shall be liable for all damages sustained in person or property in any manner by reason of the want or insufficiency of any such fence, crossing or cattle-guard, or any carelessness or neglect of said company, their agent or agents, in constructing or keeping the same in repair. And any farmer or person owning fifteen or more acres of land in one body through which such railroad may or does pass, and which is so situate that the owner thereof cannot use one of said crossings in a public street, road, lane or highway, over said railroad in passing from his land on one side of said railroad to that of the other without great inconvenience, then said company or party operating said road shall, at the request of said land-owner, within four months after such request, at the expense of such company or party, construct a good and sufficient private crossing over said railroad and the lands occupied by the company between the two pieces of land of said land-owner, to enable him to pass with a loaded team, and over which said land-owner shall have the privilege of passing at all times when the company is not using their road at said crossing, or so near as to render it dangerous crossing there. If said railroad company or other party shall neglect or refuse to construct said fences within the time fixed in this act, then and at any time after the expiration of six months the owner of any land abutting on the line of the land of said railroad line may construct the fence herein provided, so far as his land abuts on

said railroad lands, and when he has completed said fence he may make an itemized account of the material, labor and cost of constructing said fence, and present it for payment to the agent of said company for receiving and shipping freight at the station nearest said tract of land fenced as aforesaid; if said company or other party neglect or refuse to pay the same for thirty days, then the person constructing said fence may recover the costs and expense of constructing the same from the owner of the road in any court having jurisdiction of the same; and when said fence is completed it shall be the duty of the company to keep the same in good repair, and if any such company or other party shall permit any part of the fence on the line of its road to get out of repair so that it will not turn stock, the owner of the land abutting on said railroad lands where such fence is out of repair as aforesaid may notify the agent of the company for receiving and shipping freight at the station on said road nearest to the place where said fence is out of repair, that a portion of the fence on the line of the road is out of repair, stating where, how, and the probable cost of repairing the same, and if said company or party shall fail for twenty-four hours to repair said fence so that it will turn stock, then it shall be lawful for the owner of said land to furnish materials and repair the same, and present an itemized account of the materials, labor and expense of repairing said fence to said agent at the station nearest the place where said repairs were made, for payment, and if the same shall not be paid within thirty days thereafter, then the person repairing said fence may recover from the owner of said road the cost and expense of said repairs before any court having jurisdiction thereof. And the lessee of any railroad shall, for the purposes of this act, be deemed the owner of said road. And if such railroad company or party shall neglect, for four months after request by any such land-owner for that purpose to construct a good and sufficient private crossing for him as herein provided, it shall be lawful for such land-owner, after having given reasonable notice to the agent of the company for receiving and shipping freight at the station on said railroad nearest to the land where it is proposed to construct such private crossing of the time when such land-owner shall proceed to construct such crossing, to enter upon the lands of such company at any point he may desire between his lands, and construct a good and sufficient private crossing; and said company or party shall be liable to such person for all the expense thereof, not exceeding the sum of fifty dollars, and he may recover the same in an action against said company or party before any court having jurisdiction thereof; provided further, that this act, so far as it relates to fences or private crossings, shall not apply to any case in which compensation for building a fence or fences or a private crossing was or shall hereafter be taken into consideration, and estimated as a part of the consideration to be paid for the right of way, so far as the fence or right to private crossing were or shall be settled or paid for; provided further, that any owner of lands abutting on the line of the lands of any railroad company who has or may become legally bound in any manner to build or repair the fence or fences dividing his lands from the lands of the company, and who has neglected or refused, or shall neglect or refuse, to build or repair said fence or fences within the time in which he is or shall be bound to build or repair the same, then it shall be lawful for said company to build or repair said fence or fences, and present an itemized account of the cost of labor and materials expended in constructing or repairing said fence to the person bound to build or repair the same, for payment, and if the same is not settled or paid within thirty days thereafter, then the company may recover from said person the reasonable cost of constructing and furnishing materials for said fence before any court having jurisdiction thereof.

SEC. 2. Section one of said act, passed April 26th, 1871, amending section one of an

act entitled "An act providing for inclosing railroads by fences and cattle-guards," passed March 25th, 1859, is hereby repealed.

SEC. 3. That this act shall take effect and be in force from and after its passage.

AN ACT to prevent dangerous interference with Steam Boilers.

[1874, April 20, p. 115, Vol. 71.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That if any person shall purposely and maliciously put or cause to be put, or aid in putting any soap, alkali, or other material which will tend to interfere with or render unusually dangerous the generating of steam, into any steam boiler, tank, well, cistern, pipe, hose, or other receptacle, where such soap, alkali or material, or any part thereof, shall be liable to be drawn or pumped into any steam boiler or generator, with intent to injure or damage any person or body corporate, or to delay or retard the running of any engine, locomotive or machinery, every such person shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined not less than one hundred dollars nor more than five hundred dollars, or be imprisoned in the penitentiary and kept at hard labor not less than one nor more than ten years, at the discretion of the court, and shall moreover be liable to any person or body corporate injured thereby in double the amount of damages sustained.

SEC. 2. This act shall take effect on its passage.

AN ACT to amend section thirteen of the act of May 1, 1852, entitled "An act to provide for the creation and regulation of Incorporated Companies in the State of Ohio," as amended April 25, 1873. (O. L., Vol. 70, page 161.)

[1874, April 20, p. 146, Vol. 71.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section thirteen of the above mentioned act be amended so as to read as follows :

Section 13. Such corporation, or any corporation operating a railroad in whole or in part in this state, may demand and receive for the transportation of passengers on said road not exceeding three cents per mile for a distance of more than eight miles: Provided, the fare shall always be made that multiple of five nearest reached by multiplying the rate by the distance; and for the transportation of property not exceeding five cents per ton per mile when the same is transported a distance of thirty miles or more; and in case the same is transported a less distance than thirty miles, such reasonable rate as may be from time to time fixed by said corporation or prescribed by law; provided, that for the transportation of coal, iron ore, undressed stone or lumber, not more than five cents per ton per mile shall be charged for any distance whatever; and every such corporation, its officers, employes or agents who shall violate, or permit to be violated, the provisions of this act, or any other corporation, its officers, employes or agents who shall demand or receive a greater sum of money for the transportation of passengers or property on or over their railroad than the sum allowed by law, shall pay to the party aggrieved for every such overcharge a sum equal to double the amount of the overcharge; but in no case shall the amount to be paid be less than one hundred and fifty dollars; provided, that the provisions of this act shall not apply to any railroad not exceeding twelve miles in length, and not operated by corporations operating another railroad.

SEC. 2 That said section thirteen, as amended, is hereby repealed, and this act shall be in force from and after its passage.

NARROW GAUGE RAILROADS.

There appears to be much difference of opinion existing in regard to this subject, not only in the public mind, but also among theoretical and practical experts; and during the past two or three years a spirited discussion has been going on as to the relative merits, cost, and availability of railways constructed with tracks of less width than the ordinary standard gauge of $56\frac{1}{2}$ inches, in which engineers famed for their knowledge, skill, and experience in the construction and practical workings of railways have taken opposite sides and uphold views radically diverse.

The attention of the public has been directed to the matter with much interest, a pressing want being felt that by some practicable means cheaper modes of transportation may be obtained, more particularly in and for those sections not now furnished with a ready means of forwarding to a market the comparatively small amount of surplus available for export, but having such means at command, could and would rapidly develop resources which otherwise must remain dormant.

Another difficulty to be contended with, and if possible overcome, is the fact that the capital which can be diverted to the construction of railways is generally, if not always, governed and restricted by the requirements and needs of the business transacted in sections of country where they are wanted and sought to be built.

So far as Ohio is concerned, the data as yet is insufficient to form a basis for a correct estimate or judgment as to the points at issue. The reports to 30th June last, made to this office, show the length of narrow (all 36 inch) gauge road laid with rail in the State was, on the Ohio and Toledo, 10.50; Painesville and Youngstown, 50.30; and the Toledo and Maumee Narrow Gauge, 7 miles; but these being only partially completed, and, except in the case of the Painesville and Youngstown, without equipment, are useless in a comparison of cost of the two systems.

On the Painesville and Youngstown, the proposed length of which is 64.40 miles, for the year ending June 30, 1873, the contractors report having earned on 11 miles, in connection with construction, \$13,028.91. The expense or cost attending this was not given, and could not be determined or separated from construction. For the year just closed, \$16,601.62 is reported as earned in a similar manner, but on what length of track is not reported.

The expenditures shown in construction account, if applied to the part of the road completed (8 miles additional is reported as graded), average about \$23,500 per mile, and include 8 wood and 3 stone bridges, 3 combined passenger and freight stations, 6 locomotives, 2 express and

baggage cars, 2 passenger, 42 freight and 10 other cars, and nearly one-half fenced. The weight of rail is 35 pounds per yard.

It will probably be of interest in this connection to give the reasons advanced in favor of and against narrow-gauge roads as compared with those of standard width, in regard to the elements of cost, economy, adaptability, etc., which we do principally by quotations and abstracts from articles pro and con, published from time to time in the Railroad Gazette. As will be seen, the able editors of that valuable journal give a decided preference on all these scores to roads constructed of the standard gauge.

[From No. dated February 22, 1873.]

* * What we purpose to deal with now is the apparently honest opinions and arguments of those who advocate and those who oppose the narrow-gauge system for building railroads, and to review the discussion which has now been carried on so long. * *

It is, of course, quite impossible, in the time and space at our disposal, to give anything like an analytical review of the discussion of the subject, or of the dissertations before us, * * *

Any one who will read these discussions, and who studies the question in other directions, will find, we think, that as the question now stands the advantages which are claimed for the narrow-gauge system are as follows:

1. A reduction in cost, owing to the narrower gauge requiring less width of roadway in embankments and cuts.

To this the answer is, that (a) the saving in cost *which is due to the distance between the rails* will amount to a very small per centage of the cost of graduation; (b) that there will be no saving at all in cuttings or tunnels, if cars of the same width are used on both gauges, as is quite practicable; (c) and that the bearing surface, and consequently the length of the cross-ties, is governed by the weight and not the gauge of the cars, and, therefore, if the latter are made as light for the one gauge as for the other, the ties may be of the same length, and the embankments of the same width in both cases. (d) Mr. Fairlie says in his book that "*an average mile of properly designed narrow-gauge road, ready for grading, is not an average mile of standard road with a piece cut out of the center.*" Now, if a standard-gauge road, "with a piece cut out of the center," is not a narrow-gauge road, what is it? Whether it is "properly designed" is quite another question: nor does it appear why it is impossible to "properly design" a wide-gauge road as well as one which is narrow.

2. It is said that the difference in the length of the inside and the outside rails is greater on wide than on narrow gauge roads, and that therefore the slipping of the wheels in passing around curves is less on the one than on the other, and that therefore the resistance of cars is less, and consequently that shorter curves are practicable. From this follows the inference that, as shorter curves can be used, therefore the road can conform more to the inequalities of the country in which it is built, and the cost of graduation thus be diminished.

These premises and conclusions are denied, for the following reasons: (a) The degree of curvature is not determined by the resistance of cars, but by their stability and ability to remain on the rails. (b) Wide-gauge cars having more stability, other things being equal, than those for a narrow gauge, can run around curves of as short radii as the latter. (c) The amount of the difference in resistance is purely surmise, as none of

the statements which have been published are based upon actual experiments. (d) Calculating from purely theoretical data, it is evident that the resistance on curves is influenced only to a very slight extent by the gauge. (e) With a single exception, shorter curves are now operated on lines of the standard gauge in this country than on the new narrow-gauge roads.

3. It is asserted that cars of a given capacity for narrow-gauge roads are lighter than those for the standard gauge, and that, their gross weight being less, lighter engines are needed to draw the trains, and lighter rails to carry them, and less bearing surface for the cross-ties on the road-bed, and that consequently shorter ties can be used, and narrower embankments will be required.

The reply made to this is (a) that the weight of the car-body, wheels axle-boxes, jaws, and longitudinal framing of the trucks and brake attachments, excepting the brake-beams, are not affected by the gauge, and that the difference in the weight of the axles, transverse framing of the trucks and brake-beams for a 4 feet 8½ inch, and a 3 feet gauge is only about 4½ per cent. of the weight of an eight-wheeled box-car empty, and a little more than 2 per cent. of it loaded. The weight of empty four-wheeled cars for the standard gauge will be only about 2 per cent. more than for a three-foot road, and about 1 per cent. when loaded. (b) Some of the cars in this country on standard-gauge roads weigh very little, if any, more in proportion to their capacity (estimating the latter by the cubical contents for freight and seating capacity for passengers) than the cars for similar traffic on narrow-gauge roads. Thus eight-wheeled freight box-cars for the Denver and Rio Grande three-foot gauge railway, with 650 cubic feet of capacity, which, if rated at 15 pounds per foot, would give a load of 10,200 pounds, weigh 8,800 pounds, or a proportion of 1 to 1.16. The cars for the Cairo and St. Louis road weigh 10,000 pounds, and have a capacity of about 800 cubic feet, or 12,000 pounds, or a proportion of 1 to 1.2. Mr. Smith's new box-cars on the Erie six-foot gauge have a proportion of 1 to 1.17. The passenger cars on the Denver and Rio Grande road weigh 416 pounds per passenger, and those for the Cairo and St. Louis 469 pounds per passenger. On the New Jersey (4 feet 10 inch gauge) road are cars which, with the same seating room as that given in the narrow-gauge cars, would weigh 435 pounds per passenger; on the Erie (6 feet gauge) only 385; on the New York Elevated road (4 feet 10 inch gauge) 259 pounds per passenger; and four-wheeled horse cars which weigh 4,400 pounds have twenty-two seats, and therefore weigh just 200 pounds per passenger. The same cars, as we know to our sorrow, in New York very often carry fifty or more passengers. (c) "The capacity of cars for either passengers or freight depends upon the area of their floor, and the nearer a parallelogram approaches to the square in the length of its sides, the more space will it inclose with a given outline." Therefore, the proportion of the weight of the sides of a car to the area inclosed is reduced if the width is increased—an advantage which a wide gauge has over a narrow.

4. It is claimed that for a light traffic small cars are much more economical than large ones, and that, while it is possible to make the latter for a wide gauge with as small a proportion of dead weight to carrying capacity as for a narrow gauge, *small* cars for the latter will weigh materially less than they will for the standard gauge.

This argument has been answered (a) by the fact that the size of cars, and consequently the gauge, has been determined by the stature of ordinary men and women, and the requirements of their industry, and that the weight of cars to fulfill these requirements is not materially affected by the difference in distance between the rails of the proposed narrow gauges and the present standard width of 4 feet 8½ inches, as has been shown. (b) That the economy imputed to the use of *small* cars is dependent more upon the traf-

fic management, and the skill with which freight and passengers are received on the cars, and the latter distributed to meet the wants of the business of the line.

Many arguments besides those which we have presented in favor of narrow-gauge roads are current in the newspapers and among those who advocate or are interested in the construction of such roads. Many of these are too absurd to need refutation. As we have frequently taken occasion to point out, nearly all the narrow-gauge reasoning rests on the assumption that the cars weigh less *because* the rails are near together. To inexperienced people, this looks so plausible that they accept it at once, and then build their elaborate structure, which is always surmounted with a gilded sum total of dividends and profits. What is quite curious, however, is that in nearly all the dissertations before us the authors renounce the idea that the economy of the narrow-gauge "system" is due to the gauge. Mr. Carl Pihl, the engineer of the Norwegian narrow-gauge railroads says,

"With reference to the 'gauge,' I am sorry to say that it has been but too often, and I have no doubt sincerely, represented that the cost of a railway depends on and is in proportion to the width of gauge. Such a fallacy I need scarcely do more than allude to. The gauge alone cannot of course make a cheap railway; I rather consider it as the basis upon which to operate, to combine the proper proportions of parts with economy in order to get a harmonious whole in the construction. Of course there is nothing to hinder the application on a broad gauge of some of those principles belonging to the now called 'light system of railways,' such as lighter rails, smaller and lighter engines, etc.; but this can only, in my opinion, be justified by special circumstances. Economy in first outlay and in working afterwards can only be properly and fully obtained in all parts by bringing the whole construction into proper harmony and proportion. To use a light railway on a broad gauge would be generally inconsistent with sound economy."

He is silent, however, regarding the reasons why the "proper harmony and proportion" is impossible on 4 ft. 8½ in. gauge, or why the latter "would generally be inconsistent with sound economy." With reference to the cars, he says:

"As regards the dead weight of all the Norwegian narrow-gauge rolling-stock in proportion to its carrying capacity, it will appear from the inclosed table that it compares very advantageously with that of the ordinary 4 ft. 8½ in. lines. This is not owing, as many advocates of the narrow-gauge system contend, to the gauge only, but to this in connection with the peculiar manner in which the rolling stock is, on the whole, constructed, and especially to the arrangement of the draw and buffer bars."

We are quite unable to know why the "peculiar manner" of construction, or "the arrangement of the draw and buffer bars," is not applicable to wide-gauge cars. The advocates of the narrow-gauge system seem to be playing Hamlet with the character of Hamlet left out. They say a narrow-gauge road has great advantages over the standard gauge, but when questioned closely they reply that it is not in the gauge that the advantage is to be found, but in something else. It would, we think, be interesting to have them reply to the circular of inquiry issued by the committee appointed by the Master Mechanics' Association to report on "The Relative Cost of Operating Roads of Gauges of 3 ft. 6 in. or less, and those of the ordinary 4 ft. 8½ in. Gauge." The Committee solicit replies to their circular, or any additional information relative to the subject. The questions are as follows:

1. Have you had any experience in operating railroads of gauges narrower than 4 feet 8½ inches?
2. If so, have you observed any material difference in the cost of transporting any given amount of freight or number of passengers, as compared with the cost of doing an equal amount of business on a road of the standard 4 feet 8½ inch gauge?
3. If you can do so, furnish the committee with statistics, regarding the *relative* cost of transportation on the roads of different gauges, or your reasons for thinking there is or is not a difference.
4. In your opinion, would *small* cars, say of half the capacity of those ordinarily used, be more economical than the latter, for a road with comparatively little traffic?

5. What do you think the difference in weight *which is due to the distance between the rails* would be between such cars of equal strength for a 3 feet gauge, and for one of 4 feet $8\frac{1}{2}$ inches? And to what causes is the difference attributable?

6. What would be the difference in the percentage of cost of such cars?

7. It is also said that narrow (3 feet) gauge cars offer less resistance in passing around curves than wide (4 feet $8\frac{1}{2}$ inches) gauge cars of the *same character and weight*. In your opinion, is there any material difference in the power required to draw such cars around curves of say 400 feet radius, and are your conclusions based upon practical experiment or theoretical considerations?

8. Do you think that for a section of country with a small traffic a light narrow-gauge road would be more economical to operate than an equally light road and equipment of the standard (4 feet $8\frac{1}{2}$ inch) gauge? and if either road would have any advantage over the other, what are they?

J. T. ROBINETTE,
Atlantic, Miss. and Ohio Railroad, South Side Division,

J. U. EASTMAN,
Nashville and Chattanooga Railroad,

W. BELL SMITH,
South Carolina Railroad,

Committee.

Replies to this circular are to be addressed to J. T. Robinette, Petersburg, Virginia.

No doubt the Committee would be glad to receive information from any source in relation to this subject, and we trust, therefore, that the managers of narrow-gauge lines in Europe and elsewhere will communicate with them.

So much has been said and written about the Festiniog Railway that we refer to it with reluctance; but so many arguments have been based on it as a text, that the opinion of a skillful engineer who carefully examined its operation and construction may, perhaps, at least modify the effect of some of the rose-colored accounts of it which have been disseminated so widely. With the letter of Mr. Latrobe, Mr. Evans has printed one from Mr. Guilford L. Molesworth, Director of Public Works, Ceylon, who visited this now celebrated road. We regret that we have not space to print it entire. After stating that "the charge on this road for carrying slate is $2\frac{1}{2}$ d. per ton per mile, and $2\frac{3}{4}$ d. for other traffic, which may be said to be almost entirely mineral, being of coal and lime," he says: "Now the mineral rates charged on ordinary English lines vary from $\frac{1}{4}$ to 1d. per ton per mile, or less than half the rates charged on the Festiniog Railway * * * Suppose that the Festiniog Company were forced by competition, or otherwise, to carry their traffic at the same rates as those adopted on other lines, the receipts would at once be reduced to one-half, or, instead of £23,676, they would amount to £11,838, while the working expenses, still remaining unaltered, would be £13,050, or a deficit of $12\frac{1}{2}$ per cent."

Mr. Molesworth sums up his report on this road as follows:

"1. The proportion of working expenses to receipts would be greater than that of the average English lines were the rates of freight the same.

"2. The interest of $29\frac{1}{2}$ per cent. would dwindle down to a deficit were the ordinary mineral rate charged.

"3. The advantages of dead load do not hold good in the case of lighter and more bulky freights than slate.

"4. The dead load of the passenger traffic is due to the *traffic arrangements*, rather than to any speciality of construction.

"5. The sharp curves which are claimed as the principal cause in the saving of construction are not peculiar to the Festiniog gauge.

"6. Light engines and rolling-stock may be employed without having recourse to the exceptionally narrow gauge."

That the enthusiasm for narrow-gauge railroads is diminishing in this country there can be no doubt; and we can confirm what Mr. Evans reports in his pamphlet, that there is now but little inquiry and fewer orders for narrow-gauge engines.

Thus far the narrow-gauge roads which have been actually built in this country are as follows :

	Gauge. Feet.	Miles.
Denver and Rio Grande.....	3	156
Arkansas Central.....	3	48
Iowa Eastern.....	3	20
Utah Northern.....	3	33
Cairo and St. Louis.....	3	27
Central Valley.....	3	12
American Fork (Utah).....	3	18
Palmerville and Youngstown.....	3	12
North and South, of Georgia.....	3	20
Kansas Central.....	3	56
Colorado Central.....	3	24
Tuskegee.....	3	5½
Louisville, Harrod's Creek and Westport.....	3	5
Ripley.....	3	25½
Montrose.....	3	22½
Total.....		484½

There is also a very short road of 3-feet gauge at Akron, Ohio; a city passenger road of the same gauge in St. Louis, and one in Cincinnati, and some of the roads named may have been extended since our last information.

[From Railroad Gazette, February 22, and March 1, 1873.]

A DISCUSSION OF THE GAUGE QUESTION.

Mr. W. W. Evans, of New York, has recently published a pamphlet on this question, which is, for the most part, made up of the following letter from Mr. B. H. Latrobe, whose long experience, great skill and good judgment in his profession, and fairness of mind, give peculiar weight to his opinions:

BALTIMORE, November 8, 1872.

W. W. EVANS, Esq., *Civil Engineer* :

DEAR SIR: I have to thank you for a copy of the pamphlet containing your letter of June 3, 1872, to the Right Hon. H. C. E. Childers, M. P., Agent General of the Colony of Victoria, on "Railway Gauges and Construction, Machinery, Economy, etc." I have read it with interest and attention; and as you have expressed a wish to learn my views upon the subjects of which it treats, and especially upon that of "railway gauges," I take the earliest leisure at my disposal to comply with your request. As I have until recently, however, given no special attention to that subject, I have turned to the professional journals, and to some pamphlets, kindly sent to me by friends, in order to inform myself better as to its present position. I find much has been said and written in regard to it, so much indeed that it would be difficult for me to compress into a moderate compass all that it occurs to me to express in connection with it. I shall, therefore, be obliged to confine myself, for the present at least, to some remarks of a somewhat general character, and touching only upon the leading points of the case.

Gauge Question in Europe and America.—The gauge question, as is well known, was many years ago, in England, the subject of a controversy so warm between the engineers of that country as to be called the "Battle of the Gauges." It never assumed in America so fierce a character; yet there arose so much discussion upon it here as to lead to the adoption of several varieties of gauge in different sections of the United States. What is now known as the "standard gauge of 4 feet 8½ inches," came to us from England in 1828, and was quietly adopted by us without question, and had not Brunel, a few years afterwards, carried his bold expansion of it upon his own work up to 7 feet (we never went beyond 6 feet here), we should probably have adhered to the narrower and more judicious width established by the elder Stephenson. It would have been well had we done so, for among the various advocates of different gauges there can be but one opinion as to the advantages of perfect uniformity, were it readily practicable now to bring it about by selecting some one of the different gauges and bringing all the rest to conformity with it. Great, however, as are the admitted mischiefs of the present

variety of gauges, there has arisen within the last year or two a party proposing still another gauge, and, in accordance with the tendency of our race to pass pendulously from one extreme to the other, it is now proposed to retreat nearly as far *within* the standard as Brunel ventured beyond it. In this new movement in the railway world I can not help recognizing an analogy with the founders of new sects in our religion, who, in their opposition to "sectarianism," forget that they are only increasing the number of sects by the one which they set up.

Disagreement Among the Narrow Gauges.—The champions of the new or "narrow gauge," as now named, are indeed not agreed as to which is the best among those which are suggested, and which range from 2 feet (omitting fractions of an inch) up to twice that width. As in America, however, the mean between these limits (3 feet) appears to be the favorite, it may be taken as the one between which and the standard, 4 feet 8½ inches, the comparison is to be made here.

The Object of the New Gauge.—Our first inquiry now is, what is the object which the narrow-gauge party propose to attain? Their answer is, economy of *construction, maintenance and working* in the railway system. An unexceptionable object, undoubtedly; but then this word *economy* has in this connection a more complex meaning than is conveyed by the word "cheapness" in its simplest sense—that is, smallness of pecuniary outlay; just as a rich man may live in splendor and yet be economical, that is, not wastefully extravagant, so may a railway be constructed not only substantially in its road, bridges and track, but handsomely in its station-houses and other buildings, and be operated with elegantly furnished cars and engines and yet be economically built and managed. The *means* and the *tastes* of the people for whose use it is constructed and worked enter largely into consideration in determining the character of the work.

What has Made the Railway what it now is.—Now if we look back through the five-and-forty years of our railway history, and trace it from its weak and humble beginning up to its present period of strength, pride and expansion, we discern in it a chain of cause and effect which accounts clearly for the condition which it has attained and which has not yet reached its climax of power and magnificence. Any thing which is the result of so slow and gradual a growth as this system must have elements of stability in it which can not fail to insure its permanence. Hence I argue, upon the broad principles which govern the sentiments and conduct of civilized nations, that none of the comforts, conveniences and luxuries which have, one by one, been added to railway traveling, and none of the speed and safety realized by railway transportation of freight during all these years, will be given up in the future in order to promote what is called "economy." The people of the country feel that they can afford them—that they have become indispensable to them. They therefore *demand* them, and the railway companies find themselves compelled to *supply* them. Not only in the railway, but in architecture, furniture, dress and mode of living, the same tastes are displayed and the same determination to gratify them.

What would Warrant a Change in its Character.—These positions would hardly, I presume, be contested, and they make out a *prima facie* case in favor of the present manner in which railways are constructed and worked in this advanced day of national and individual wealth. The more enthusiastic of the narrow-gauge advocates, however, aver that all these objects can be *sufficiently*, if not as *fully*, secured by a 3-foot gauge, and at a vast reduction in cost, and this averment would raise the sole issue as to what the gauge should be if the first railway had yet to be constructed. Happily that is not the case, or the world would have progressed far less than it has upon the path of high civilization, and the question now is, whether a new gauge should be introduced, even if a better one, seeing that Europe and America are already reticulated by a different one with which there could be no suitable connection.

The saving in cost of construction and operation must be large, indeed, to justify its introduction even in places isolated at present from existing roads, but which may be brought into the system at a future time. The narrow-gauge advocates accordingly claim that the saving *will* be large beyond all measure, so large, indeed, as to overbalance all the inconveniences of a broken gauge, and the accompanying cost and delays of transhipment.

Discussions in the Railroad Periodicals.—Upon this question of construction and operation, of which I will now speak, some articles, illustrated by diagrams, have appeared in the Railroad Gazette, designed to show that the "standard gauge" admits of being built and worked nearly, if not quite, as cheaply as the 3-foot, and the case is pretty well made out. The views of the author have been contested by other contributors to the paper, who have also supported their side by drawings and computations upon formulae framed for the purpose. It is not, indeed, so easy to compare the results, as the data as to breadth of road-bed, etc., are not altogether the same, but, on the whole, the standard-gauge disputant comes much the nearest, I think, to proving his points.

Large Claims of the Narrow-Gauge Advocates.—In the several pamphlets which I have read, the assumptions as to savings in cost seem to be of the very boldest character, and

are supported in very few instances by any attempt at proof. Their cool confidence is really amazing, and in some cases quite amusing; where, for instance, a narrow-gauge road is alleged to have actually cost but two-ninths of the estimated cost of a standard gauge in a particular locality (between Pine Bluff and Nevada). It is true that, in that case, the location of the two were admitted, upon inquiry made of the engineer, to have been quite different, the standard-gauge line being laid out with no curve of less radius than 955 feet, while the narrow-gauge was constructed with a minimum radius of but 220 feet, and with some considerable economy of first cost resulting, as may be well imagined. The engineer consoles himself with the reduction of grade consequent upon the elongation of distance (to what extent we are not informed) attendant upon the employment of such curves by which all the sinuosities of the "canon" would be faithfully followed and the expense of graduation reduced to a minimum—that is, from \$30,000 down to \$20,000 per mile. In such a case as this, the ground occupied being so wholly different, there can of course be no fair comparison of results, the questions between tractional resistance and power employed to overcome it, speed and safety of transit, wear and tear of road and train, etc., complicating it so completely as to forbid a reliable balance of accounts. The engineer, stating that on the estimated standard-gauge line there were numerous tunnels and bridges across the stream flowing through a canon 3,000 feet deep, with precipitous sides, all of which costily work the narrow-gauge road avoided, we may guess how exceedingly winding its course must have been to have reduced its cost to the above stated proportion of the other, even after allowing for the proposed saving in the track by much lighter cross-ties, rails, etc., etc. Another engineer makes the narrow gauge upon another line (the Memphis and Knoxville) cost but 60 per cent of a 5-foot gauge, and still another engineer, upon another road (Golden City and Black Hawk) only 40 per cent of the standard gauge; and so the several advocates of the new gauge claim reductions varying according to the grades and curves employed, the character of the ground occupied and their own respective views upon the different elements of the question.

The details of these various estimates are not, indeed, given so fully as to permit a complete analysis of them and consequent conclusions as to their correctness. It is sufficiently apparent, however, that the *dimensions* of all parts of the two gauges compared must be considerably different even when their locations are the same. Before offering, however, farther remark upon the question of first cost of construction, I would refer to the "interrogatories" propounded in your letter to Mr. Childers, which bring up most or all of the points of inquiry as to the merits of the competing gauges, and to which I am indebted for many valuable hints for the treatment of the subject.

Among the questions (44 in number) there are several which, as I conceive, can be answered in but one way by both sides alike, viz., questions 1, 3, 4, 6, 12, 25, 32, 35, 36, 37, 39, 40 and 43. A number of others of the series admit almost as little room for difference of opinion, but I will touch upon the subjects of them in such manner as their relative importance may seem to require.

Is a Narrowing of the Gauge Necessary to the Objects Aimed at by its Friends?—I would first observe that, considering that a reduction in the cost of constructing and operating railways, as at present built and worked, is desirable if it could be accomplished without sacrificing other objects which have come to be indispensable, whether rightly so or not, the main question is whether the reduction of the standard gauge to some one of the newly proposed narrow gauges is necessary to the attainment of that end. The advocates of the reduced gauge insist that it is, and so raise the issue which we will examine, in doing which the 4 ft. 8½ in. and the 3-foot gauges will be the ones compared. We will first, then, assume that the cars and engines of the standard gauge remain unchanged in their dimensions of length and *breadth*—especially the latter, as that has most to do with the gauge question.

Extent to which Reduction of Gauge would Effect Savings.—Railway works consist of road-bed (embracing excavation, including tunneling), embankment, masonry (of bridges, culverts and tunnels), superstructure of bridges and track (including ballast, cross-ties, rails and fastenings), water-houses and tanks, engine-houses, machine-shops and station buildings. Let us see, then, to what extent the cost of each of these items can properly be lessened by the reduction of gauge from the standard of 4 feet 8½ inches to 3 feet.

Graduation—Width of Cuttings, Excavations, Embankments and Tunnels.—Upon lines of equal length and the same longitudinal profile, any reduction in quantities must be due to one in *breadth*. On examining this point with care, I find that in *cuttings* of ordinary depth, material and need of drainage, the width of road-bed, *at grade*, should not be less than 12 feet for the 3 feet, and 14½ feet for the 4 feet 8½ inch gauge, for one track, and 21 feet for the former, and 26 feet for the latter, with two tracks.

Width of Embankments.—Upon embankments, the narrow gauge should have a top breadth of 12 feet, and the standard 12.7 for single, and 21 and 25.2 feet respectively, for double track.

In *tunnels*, the same differences necessary in cuttings, of 2½ feet for single and 5 feet

for double track (the heights of roof the same), would be required. I have obtained these figures by allowing outside widths of 7 and $9\frac{1}{2}$ feet for the cars of the two gauges, with a space of 2 feet clear between cars. This is not allowed upon all standard-gauge roads, but *should* be, as well as upon narrow gauges. It requires $6\frac{1}{2}$ feet between tracks, instead of 6 feet on standard, and 6 feet on narrow gauge, instead of five, on adjacent tracks, and $2\frac{1}{2}$ feet between outside of cars and sides of cuttings and tunnels (at *grade* the slopes increasing in cuts) and on embankments $4\frac{1}{2}$ feet between inner edge of rails and edge of bank. The difference on embankments is less than in cuttings, owing to the absence of lateral limits for which clearance must be provided.

The width of 12 feet above assumed for narrow gauge, single track, in cuttings and embankments, is the same with that adopted upon the Denver and Rio Grande Railway for *cuttings*, but upon that work, now under construction, the embankments are made but 10 feet 3 inches top width. Now the excess of width upon embankments—beyond a mere support for the track—is required, not for clearance from slopes, etc., as in cuttings, but for marginal allowance for slides and washes, derailment of trains, and room for material and work of track repairers. This margin, measured from inside of rails, I have made $4\frac{1}{2}$ feet. Mr John B. Jervis, in his excellent little work on "Railway Property," argues, with good reason, for at least 5 feet, and this will be independent of gauge and number of tracks. It is true, we often see this margin reduced to nothing, outside of the cross-ties or ballast; but it ought not to be so upon a well maintained road-bed, and such we are now dealing with.

Effects of Reduction of Widths on Quantities and Cost.—In applying these breadths of road-bed, for comparison of the relative cost of earth and rock work on the two gauges, it must be remarked that the *proportional* increase upon the wider gauge will be most against it where the depths of cuttings and filling are small; but the *absolute* addition to its expense will, of course, be less.

Thus for a cutting of say 6 feet and slope of 1 to 1, the sectional area of a 12-foot road-bed will be 108 square feet, and of a $14\frac{1}{2}$ feet road-bed 123 square feet, the latter the greater by 15 square feet, or about 14 per cent. of the former; while for a cutting of 60 feet the area would be 4,320 and 4,470, difference 150, or only $3\frac{1}{2}$ per cent. Upon embankments of similar heights the difference would be 10.2 and 102, or 8 and $1\frac{1}{2}$ per cent. respectively. I notice this point because I observed that in comparing the cost of graduation on the two gauges the per cent. of increase was referred to as a general term of comparison without regard to depth of cutting or filling.

The heavier the work, therefore, the less will be the comparative increase of cost upon the standard gauge, although the contrary seems to be assumed by some of the friends of the narrow gauge.

In order to make some general comparison of the cost of graduation on the two gauges, we must assume some average cutting and filling, and to simplify the calculation let us suppose that the linear extent of cut and fill is alike on each mile, and that the excavations in the road-bed exactly balance the embankments, without waste or borrow. As the slopes of the latter are usually flatter than those of the excavations, a little increased average depth of cutting over fillings will be required to effect this balance, making no allowance for swell or shrinkage of material.

Now taking two characters of line, a light one with an average depth of cutting of 5 feet, and a heavy one with an average cut of 20 feet for half the length of the mile, the following would be the number of cubic yards per mile on each gauge respectively, with 1 to 1 slopes:

	SINGLE TRACK.		DOUBLE TRACK.	
	Feet wide.	Cubic yards.	Feet wide.	Cubic yards.
5 feet cut standard gauge	$14\frac{1}{2}$	9,533	26	15,155
5 feet cut narrow gauge	12	8,311	21	12,712
Excess on standard	$15\frac{1}{2}$ per cent.	1,222	$19\frac{1}{2}$ per cent.	2,444
20 feet cut standard gauge	$14\frac{1}{2}$	67,466	26	89,955
20 feet cut narrow gauge	12	62,577	21	80,177
Excess on standard	7 8-10 per cent.	4,889	12 2-10 per cent.	9,778

At an average cost per cubic yard of 30 cents (as the slopes assumed being 1 to 1, the material is supposed to be ordinary earth, and we will suppose the haul to be a short one on account of frequent alternation of cutting and filling), the difference against the

standard gauge would be, upon the *light* line, \$366 per mile for single track and \$733 for double track; and, upon the heavy line, \$1,465 for single and \$2,936 per mile for double track road-bed.

Comparison with Estimates of Narrow-Gauge Engineers.—In a pamphlet recently published and containing with other documents the "Proceeding of the National Narrow-Gauge Railway Convention, held in St. Louis, June 19, 1872," there is an estimate of cost for the "Memphis and Knoxville Railroad," of 30 miles in length, by Mr. Millington, its chief engineer, upon two gauges, one of 5 feet and the other of 3 feet. The number of cubic yards of earth excavation for the 5-foot gauge is estimated at 461,150, or 15,732 per mile, and for the 3-foot gauge at 244,200, or 8,140 per mile. Now if, in accordance with the data used in the preceding computation, we consider these quantities per mile to be the sum of the excavations upon half of the mile, and as making the embankments upon the other half, we shall have an average area for the 5-foot gauge line of 15732÷80 cubic yards = 17.46 square yards, and for the 3-foot gauge line of 8140÷80 = 9.25 square yards. The slopes being 1 to 1, we get the average depth of cutting from the formula $a = (b+d)d$, whence we have the equation

$$d = \sqrt[2]{a + \frac{b^2}{4} - \frac{b^2}{2}}$$

where d is of the depth sought, a the area known, and b the known breadth. Applying this equation to the 3-foot gauge, where the breadth is presumed to be 12 feet, we obtain an average depth of 1.64 yards, or 4.92 feet. If, then, the location of the two lines was precisely the same as to grades and curves and horizontal and vertical position in all respects, which must be presumed, or the comparison would not be a fair one (and must have been the fact, as the length of the lines, 30 miles, was the same), the average depth of center cutting must have been the same, and the breadth of road-bed, in that case, upon the 5-foot gauge line, must have been:

$$b = \frac{a - a^2}{d} = \frac{17.46 - 1.64^2}{1.64} = 9 \text{ yards, or 27 feet,}$$

or $2\frac{1}{2}$ times the breadth of the 3-foot gauge road-bed.

This result is so very greatly at variance with that of the calculation I have submitted for a similar depth of cutting, and based upon a road-bed of 14½ feet width, for the standard gauge of 4 ft. 8½ in. (and which, for a 5-foot gauge, would be but three-tenths of a foot more, or 15 feet), that I must suppose some other element enters largely into the estimates of Mr. Millington. I might conjecture that he assumed not only a much wider road-bed for the 5-foot gauge than I have, or than was at all necessary, but that the whole excess of width over his 3-foot gauge was thrown into steep natural slopes of cutting (instead of being divided between the two sides of the center); but, from his general description of the character of his line, I would not infer that such slopes were encountered. At all events, he makes the graduation of his 30 miles of road, single track, upon the two gauges, cost, at the same prices per cubic yard, the difference between \$138,345 and \$73,260 = \$65,085, or \$2,169 per mile in favor of the narrow gauge, while I would make it the difference between \$55,797 and \$74,799 = \$18,998, or \$367 per mile; or adding (at the rate of 147 cubic yards per mile for the 3¼ inches difference between 4 ft. 8½ inches gauge and 5-foot gauge—2,205 cubic yards for the whole 15 miles of cutting) \$662, the difference would become \$11,660, or \$359 per mile in favor of the 3-foot over the 5-foot gauge.

I have presented these comparative estimates of the cost of graduation in detail, as they seem to throw light upon the manner in which the present warm advocates of the narrow gauge reach conclusions so favorable to the system they have espoused with so much ardor. The same price per cubic yard has been used in the estimates; but I would remark that the wider excavation is always entitled to a reduction of price, as it affords more room to work, as the slopes are common to both widths, and the dressing of them is a considerable element of expense, as contractors well know.

Passing by for the present the minor items of bridging, piling, trestling, culverts, cattle-guards, etc., I remark that the next most important, in Mr. Millington's estimates, are those of the superstructure, or railway track; and on these some remarkable differences, as between the two gauges, are to be seen. The amount of trade and travel must, of course, be taken to be the same in both cases, and the 3-foot gauge is assumed to carry it upon a track to cost a trifle more than half that of the 5-foot gauge. The narrow-gauge rail is put at 30 pounds, the wider gauge at 60 pounds per yard; while the cross-ties, spikes and track-laying of the former are estimated at about three-fourths, and the joint fastenings at two-thirds in cost of those of the latter gauge. Now, one would think that it could scarcely be contended by the most eager partisan of the narrow-gauge that upon a rail of 60 pounds, so supported and fastened, no more business could be done than upon one-half of the weight, making a track of little more than half the breadth. Such, however, is in fact the sort of position taken by the zealous supporters of the new

system, and they justify it by claiming a vast reduction of *dead weight*, as compared with paying weight—that is, they claim that the same net loads can be carried, and the same gross revenue can be earned, by trains composed of engines and cars so much lighter than those now required on the wider gauges, that a structure correspondingly lighter in all its parts will do the business with a corresponding reduction of expense, and hence realize the same profit upon a greatly reduced outlay.

Ground on which the Narrow-gauge Plan Rests Itself.—This, then, is the ground upon which they take their stand, and is the pivot upon which their system turns, viz: That the narrowing of the standard-gauge to what they propose is indispensable to the production of the economic results which they promise.

Finding that my letter has gone into more detail than I had designed, and is extending, I fear, to an unreasonable length, I will offer such more general remarks as occur to me upon this point, and leave the subject for the present in your hands.

Must we Narrow the Gauge in order to Lighten the Machinery?—If, then, for argument's sake, we concede that locomotives and cars must be made lighter *absolutely*, as well as relatively to the loads they are to carry, in order that the track upon which they run may be made lighter, and less expensive to construct and repair, and transportation upon it be done more cheaply, must we, in order to effect these objects, contract the present standard gauge of 4 feet $8\frac{1}{2}$ inches to some reduced width, say 3 feet?

Treating the question, first on general principles, we observe that the size and weight of any material body depend on its length and height, as well as on its breadth, so that as we increase the breadth we may reduce the length and height, and still retain the same cubic contents. We may then make engines and cars wider without necessarily increasing their bulk and weight, if we proportionately lessen either of the other dimensions, or both. Bearing in mind, then, that the gross weight of the train to be hauled is to be the same, and the tractive power of the engine therefore necessarily the same, can we place upon a 4-foot $8\frac{1}{2}$ inch gauge track a train which will weigh no more than the train upon the 3-foot gauge track, and yet will carry the same passengers or tons of freight, and consequently earn as much as the other? Now as regards the *engine*, it is clear that its effective or adhesive weight must be the same on both gauges, as upon that depends absolutely its power of draft to overcome the resistances from gravity and friction upon the road, which must be the same, as the location is assumed to be identical and the roads in all respects alike, with the single exception of the gauge of track.

Effect of Gauge on Resistance on Curves.—It will probably be said here that even with the same precise location the resistance on the curves will be the greater on the standard gauge, and hence the engine should be more powerful and consequently heavier, more costly and more injurious to the track. But this additional resistance on the curves on the wider gauge is a very small matter when examined, for even on a curve of so short a radius as 220 feet, which it seems is to be used in passing through the "Clear Creek Canon," Colorado, on the "Pine Bluff and Nevada" Railway above referred to, the difference in the length of the two rails is, upon an entire circle turned with that radius, and consequently about 1,383 feet in circumference, only about 11 feet the most on the standard gauge, or 8-10 of one per cent. of the whole distance.

To meet these occasional resistances there must always be surplus power in the locomotive, and the increased amount of that surplus for the standard-gauge engine would be inappreciably small. Such curves, however, are, or should be, altogether exceptional upon roads of leading character; yet they can be safely traveled by standard-gauge engines, at *suitable speed*, which must be slow upon any gauge, as even the famous "Festiniog" of 2-foot gauge can scarcely maintain, with safety, its alleged speed of 30 miles per hour upon its curves of 132 feet radius, even with an elevation so great as 3 inches, or 1 in 8, in the breadth of its track.

Such performances would certainly recall those of the circus ring. Indeed, high speeds, on very curved roads, however *safe*, are to be deprecated, on account of increased wear of track, and the *nausea* produced in passengers of sensitive stomachs, as travelers can testify.

The locomotive, then, upon a 3-foot gauge must be of equal weight and tractive power with that of the standard gauge, and being less than $\frac{2}{3}$ of its *width* must be proportionally longer, and so grind more in the sharp curves, on account of its greater wheel-base and obliquity of draft, even if it be on the "double-bogie" model (which is equally applicable to both gauges), and in this way will probably quite equal the disadvantage of the greater difference of length of rail in the standard gauge.

Comparison of Cars on the two Gauges.—Now as to the cars, the capacity of which for either passengers or freight depends upon the area of their floor, we know that the nearer a parallelogram approaches to the square, in the length of its sides, the more space it will inclose with a given outline. If we take the standard-gauge passenger car, of 9 $\frac{1}{2}$ feet outside and 9 feet inside width, and say 40 feet inside length, we have a floor area of 360 square feet, while to obtain the same area in a car of 7 feet outside and 6 $\frac{1}{2}$ inside dimensions (I notice that the passenger cars for the

Denver and Rio Grande Railway are to be 7 feet wide inside) the length must be 54.4 feet, the total length of sides and ends in the two cars will be as 39 to 124. So with a standard freight car $7\frac{1}{2}$ feet wide and 28 feet long inside, we have 210 square feet, and with a 3-foot gauge car, with an inside width of 6 feet, the length must be 40 feet, the united length of sides and ends being as 71 to 32. The excess in the narrow-gauge cars would necessitate the widening of cuttings on the very short curves proposed for them beyond what the shorter cars of the standard gauge would require.

The quantity of material in the floors and the roof, where there is one, will be the same; but it will not only be greater in the preceding proportion in the sides and ends combined, but the lengthwise timbers, upon which the strength of the body mainly depends, will be much heavier and more expensive in the narrow-gauge cars, while the transverse timbers of both body and trucks, being short and of sizes more easily obtained, will cost more in the wider car only in strict proportion to their increased length and section. The more compact form of the wide car will also make it stiffer against lateral and diagonal strains, and it will therefore require less bracing. So much for the car body. The truck frames will be somewhat heavier and more costly on the standard gauge on account of their greater width, their length being the same, and the axles will be larger and heavier, and the wheels will be heavier if they are of the usual diameter of 31 to 33 inches, while it is proposed to make the narrow-gauge wheels but 24 inches. Hence the chief gain in economy of weight and cost of the latter gauge will be in the trucks, but perhaps not much more than will be lost on the bodies, and, in offset of this, the smaller wheels will offer much more resistance to traction, and will wear out much faster, as they will have to revolve one-third more times in a mile than the larger wheel, supposing it to average 32 inches diameter. The wear of the rails, too, especially at the joints, must be greater with the small wheel.

No more Dead Weight necessary on Standard Gauge—From these considerations we may, I think, reasonably conclude that upon the standard gauge of 4 ft $8\frac{1}{2}$ in. trains can be placed and run with as little dead weight and cost as upon a gauge of 3 feet—the engines and cars being assumed, as they should for fair comparison, to be of equally good work and style of finish throughout. The narrow gauge advocates seem to claim the “double-bogie” or Fairlie engine as peculiarly their own, and, with the very abrupt curves they propose to use, it may possibly be the best form for them. I do not, however, consider it necessary to discuss its merits here, for, whatever they may be, they are fully as available for the standard gauge as for the other.

In reading the performances of this engine on the Festiniog road, I was struck with the enormous steam pressures used, necessitated, I presume, by the contracted boiler and steam space and small cylinders on so narrow a track.

Relative Lateral Stability.—I notice in one or two of the narrow-gauge pamphlets the question of lateral stability of cars on that gauge touched upon, and, I think, with the incorrect conclusion that they are even *less* liable to overturn than the standard gauge cars in the ratio of $2\frac{1}{2}$ to $4\frac{1}{2}$. This position is illustrated by a diagram drawn to a scale, and from it I calculate that, having due reference to the centers of gravity and of revolution, the standard-gauge car was the *most stable* upon a track level crosswise in the ratio of 15.64-100 to 13.78-100, which, if I am right, reverses the position of matters. If the rails are equally out of level in both gauges, it is still worse for the narrow gauge.

Engines and Cars no heavier or more costly on Standard Gauge.—Reasoning, then, from the preceding principles, I deem that a gauge of 4 ft $8\frac{1}{2}$ in. can be operated with engines and cars no heavier or more expensive than those of a 3-foot gauge carrying the same loads and with the same earnings, so that if we *must* lighten and cheapen our rolling stock, it can be done as well upon the standard as upon any narrower gauge. If the *trains*, then are no heavier, the rails and fastenings need be no heavier, nor need the bearing surface on the ballast (if it be used) be greater—the weights to be borne being the same—and hence, the 3-foot gauge cross-ties being spaced as the standard ones, they should be of equal length, and the ballast should be of equal width to support them. The standard-gauge track, then, for such trains, may be built and maintained as cheaply as the 3 feet gauge.

History of Railway Progress.—In confirmation of these views we may refer to the past history of the railway system, both in Europe and America, which, started upon the standard gauge, has run its career from childhood to manhood upon it, and will not be likely to desert it in its still advancing maturity. The Liverpool and Manchester Railway began with the “Rocket” of $4\frac{1}{2}$ tons, in 1829, upon a rail of 35 pounds per yard. In the six years following it had increased the weight of its passenger engines to about 9 tons, and its freight engines to $11\frac{1}{2}$ tons, with a considerable increase in the weight of rail, and, up to a certain time thereafter, with a progressive increase of engine and rail.

The Baltimore and Ohio Railroad, the “pioneer” railroad of the United States for general transportation, began its road by sections in 1830, with a plate rail of about 14 pounds per yard, upon a longitudinal bearing timber 6x6 inches, on which structure, in 1833, it placed its first locomotive of $6\frac{1}{2}$ tons. In 1836 it had increased the

weight of its engines to about 9 tons, and this progressive increase continued until in 1844 their weight had advanced to 20 tons. In 1838 a part of their track was relaid with a T rail of 52 pounds per yard, and their new road beyond Harper's Ferry was laid with a rail of that weight in 1842; but the general reconstruction of their old superstructure was not entered upon until 1846, when it was rebuilt with a similar rail. Their earliest engines ($6\frac{1}{2}$ to $8\frac{1}{2}$ tons) had upright boilers, with all the four 3-foot wheels connected, were very powerful for their weight, and would traverse curves of 60 feet radius, and so would have well suited the hard curves of the narrow gauge.

The other railroads of the country, which closely followed the Baltimore and Ohio in their commencement, and prosecuted their lines *pari passu*, had a similar early history, beginning with light plate rails of 14 pounds and T rails of 38 to 45 pounds and engines of 8 to 12 tons, and gradually increasing the weight of both as the expansion of their business demanded. Those very light 35 and 40 pound T rails, except when supported by timber longitudinals, did not last long, even under the light 8 and 10-ton engines and proportionably light cars of those days, and the 30-pound rails now proposed for some of the narrow-gauge roads, on which engines of 15 tons are to ply, with cars no lighter than those just mentioned, would soon be found wholly insufficient for the wear and tear to which they would be subjected, especially upon the abrupt curves which are claimed to be, if not a commendable, yet an allowable feature of those roads.

Appeal to Experience.—Indeed, to return, in the face of the speaking experience of the past, to a style of structure sghter than that of five and thirty years back, and yet intended to carry locomotives 50 per cent. heavier than those then in use and cars which, however light when empty, would be loaded to more than double the tonnage then put upon them, would seem to look exceedingly unwise.

How the reduction of the gauge from 4 feet $8\frac{1}{2}$ inches to 3 feet or to 3 feet 6 inches, or to any other number of feet and inches less than the present standard, is to obviate all the mischiefs which must inevitably attend the running of heavy trains upon a fragile track, I confess myself unable to perceive. It will probably be said that the greater proportion of paying weight will more than balance the increased cost of maintaining the track; but I think I have shown that the same economic results, whatever they may be, can as well be realized upon the standard gauge. Why, then, abandon it and introduce a new element of confusion into our system of gauges, already complicated by some of an exceptional character?

Do not the champions of the new narrow gauge see that the advance in the weight of rails, engines and cars must necessarily have been the effect of irresistible causes, which, to some extent, are still in operation, although they may have brought those weights to a maximum?

It was because the light track and machinery could not do the business which offered in rapidly increasing amount that they were perforce made heavier. A careful study of railway reports will show all this, and that as the weight of engines increased the cost of transportation through their means diminished, notwithstanding the stronger tracks they required and the increased expense of maintaining them under the enlarged business. It is true that the expense per ton and per passenger per mile may be greater now than at an earlier period; but that is mainly due to the higher price of labor and materials, while the net profit and dividends upon many lines have been reduced by the low rates of charge resulting from competition for business or from the larger proportion of such freight carried as will bear only small charges.

Further Remarks on Relative Cost of Construction.—To return to the subject of the first cost of construction upon the standard as compared with the 3-foot gauge, I think I have shown that the cost of graduation upon a line of light work averaging say 5-feet cutting, the increase would not be more than 15 per cent. upon single and $10\frac{1}{2}$ per cent. upon double track, and for a line of heavy work averaging 20 feet cutting, 7 8-10 and 12 2-10 per cent. for single and double track respectively. The cuttings are assumed to be in earth, with slopes of 1 to 1; with rock slopes of 1 to 1, the proportions (so far as that material occurred in the excavation) would be more favorable to the narrow gauge by about 4 per cent. for single and $3\frac{1}{2}$ per cent. for double track upon the light lines, and for the heavy lines by about 7 per cent. for single and the same for double track. In tunnels the saving would be $5\frac{1}{2}$ cubic yards double track, and 2.04 cubic yards single track, per linear foot; but tunnels must be few and short upon a gauge the boast of which is that it saves their necessity.

Now these savings on the graduation of the road-bed, when compared with those claimed by the authors of the publications I have seen, are quite inconsiderable, and very great deductions must surely be made from their comparative estimates of this item, which are altogether most extravagant.

I think I have shown, also, that for trains of similar weights the standard-gauge track can be built as cheaply as the 3-foot gauge, the bearing surfaces on ballast or road-bed being the same, as they should be to do similar duty. In all masonry covered by embankments the saving in quantities will be in proportion to the relative breadth of the

banks, or in the ratio of 12 to 13.7 in single and 21 to 25.2 in double tracks. This saving will usually be a very moderate one per mile of road.

In the abutments and piers of bridges the narrow gauge cannot claim much, if any, economy. The foundation work will be absolutely the same, and the length and breadth of masonry must be determined, not only by its resistance to the current, but by the dimensions of the superstructure, which for similar spans should be the same, without regard to the width of track or cars, as its lateral stiffness decides what its width must be; so there can be no material reduction in piers and abutments.

In piling or trestling a trifle may perhaps be saved by slight reduction in the *transverse* timbers, and in them only to the extent of the 1 foot $2\frac{1}{2}$ inches difference in gauge. A less width at top than the standard gauge would require is, however, scarcely advisable for working room in repairs and for appearance sake with a view to the comfort of nervous travelers.

The saving in land and right of way must be so small as to be scarcely noticeable. Water-houses and tanks and station buildings must evidently be the same for all gauges on which the same amount of business is done, and in engine-houses and work-shops whatever might be saved in width would be lost in length of structure.

Engines and Cars may be made of same width on Standard as on Narrow Gauge.—The preceding comparisons have, however, all proceeded upon a hypothesis of a difference of $2\frac{1}{2}$ feet in the width of passenger cars, as they govern the breadth of the road in cuttings and tunnels. Now if, as the advocates of the narrow gauge aver, all the comfort and convenience which the traveling public demand can be supplied in a car of 7 feet in outside width, then we have only to make that the standard breadth for the standard gauge, and the lateral dimensions of all the works of that gauge become identical with those of the narrow gauge. All that is necessary is to move each rail out $10\frac{1}{2}$ inches from the center of the track, and you reduce the overhang on each side of the 7-foot passenger car from 2 feet to 1.15 feet, with a great increase of steadiness of movement. The original width of such cars on the standard gauge, indeed, very little exceeded that, and they have reached their present increased breadth in consequence of the exactions of a public not easily satisfied with anything short of luxurious ease in traveling. Freight cars may, of course, be kept within the same external width, and, adopting it for the cars, it must also be applied to the locomotives. This would, indeed, contract their width about a foot, somewhat to their disadvantage, for engine-builders have often expressed the opinion that a few inches more than that allowed by the 4-feet $8\frac{1}{2}$ inch gauge would enable them to make a better disposition of parts of the machine. The difficulty is, of course, greatly increased upon the narrow 3-foot gauge, as the overhang allowable in a car is not allowable in an engine.

Summary of Points Discussed.—While tempted to notice more at length the publications of the advocates of the narrow-gauge system I must now, however, sum up in as few words as possible the substance of what I have been endeavoring to show in the preceding remarks, namely:

1. That the railway with its gauge, its locomotives, its cars, its buildings, and appurtenances of every description, being the slow growth, during nearly half a century, of the expanding intelligence, experience, tastes, wants and wealth of the civilized world, cannot be turned back from the period of its present vigorous manhood to the days of its feeble adolescence.

2. That if it has overpassed, in some degree, the bounds of primitive simplicity and rigid economy which became its early youth, and if, in order to apply it in a less perfect and costly shape to new regions of sparse population and slender present resources, it be necessary to cheapen its road-bed, track and machinery as much as may consist with efficiency in its working, this can be done without any change in the standard gauge of the country, as well and as cheaply as by a reduction of that gauge which would disastrously disconnect the different parts of what would otherwise form a harmonious whole.

Reference to Writers on the Question.—I have the pleasure of knowing personally, or by correspondence, several of the professional gentlemen who have taken part in what has been published in favor of the new system; and while I have a high respect for their talents, worth, and standing in their profession, I must confess my surprise at the extent to which they have been carried away by what appears to me a delusive idea. Some of the writers have expressed themselves more temperately and discreetly than others, but all have imbibed the most inflated notions of what so simple a thing as laying the two rails of a track a little closer together is to accomplish in the railway economy. I admit that if much smaller advantages and projects than they predict were certain to be realized, after deducting all the manifest disadvantages and losses consequent upon the introduction of a new gauge, it might be resorted to in localities peculiarly suited to its application. Nor do I deny that such localities may exist, but they must, I think, "be few and far between." The narrow-gauge schemes on foot, however, contemplate long lines stretching across the country, almost from sea to sea, and threatening direct competition with existing roads of the standard gauge. If capital

can be induced to embark in these enterprises, *be it so*, and the *experimentum crucis* will have been applied, to the general enlightenment of the world.

Narrow-gauge Roads in Operation—Two champions of the new gauge, however, claim that its success is no longer a question, and they quote the gauge of 3 feet 7 inches in Norway and Sweden, and that of 3 feet 6 inches in Russia, as well as two Canadian roads of 3 feet 6 inches, all in successful operation, and carrying freight and passengers at low rates, although not lower than some of the standard-gauge roads in the United States. The Denver and Rio Grande Railroad of 3-foot gauge, of which some ninety miles have been opened, is also said to be a *grand success*. All this may be perfectly true, but "success" is a relative word of broad meaning, and each of these works may be successful in their own isolated spheres of operation. Whether they would not be *more* so if parts of a connected system covering the entire country to which they belong, is a question which *must* be answered affirmatively, and, I doubt not, in a degree which would more than warrant the additional expenditure of what capital might be required to make them so. These roads are all as yet new and it is only necessary to look at a series of the reports of any long established railway to see how steadily the balance-sheet exhibits an enlargement of its invested capital. Some of the railways of this country, as well as of England, began by paying large dividends, which gradually fell off until they ceased for a time and until, by the net earnings, the road was fitted, by new tracks, buildings, rolling stock and other improvements, to resume them. We must wait some years before we can tell whether the narrow-gauge system is to escape the fate of its predecessors.

Comparison Between Old and New Roads Should be Fairly Made—It is to the last degree unfair to take such a road as the Pennsylvania Central, or any of the great lines of the country, and compare its cost per mile with that of the Denver and Rio Grande, or any new line built with the smallest dimensions in every way and just opened in the crude condition of all new roads, with heavy expenses to encounter for years after in removing slides, flattening slopes, filling up trestles, widening and raising sunken banks, building stations, tanks, engine-houses, workshops, and all the numerous appendages of a really finished road—if there is yet such a road in existence or ever will be.

It is equally unfair to compare the dead weight and the live and paying weight of two such roads until the narrow-gauge road has had as many years of history as the other to strike an average upon, until the narrow cars, which are to carry four or five times their own weight, are proved to be strong enough to stand such loads, and until all the irregularities of an unsteady trade and travel during a long period are experienced, and to which so much non-paying movement of rolling stock is due.

I have seen cars of new models, which began by carrying three times their own weight, strengthened by the addition of new part after part, until they became nearly as heavy as the freight they bore.

The increase in the weight of engines was also in a degree due to the strengthening of their weak parts. Such will be the course of events on the narrow-gauge roads, which, themselves and their machinery are all in a measure experimental. Let us therefore *wait*, and if they do prove a "grand success" and fulfill the most sanguine expectations of their friends, I will rejoice as much as the warmest of them, as I own not a share of stock in any railroad, and am therefore perfectly impartial in my opinions.

THE NARROW-GAUGE FALLACY.

[Railroad Gazette, June 20, 1874.]

* * * If the amount of evil which results from wrong reason could be summed up, it would be a record too long and melancholy ever to be read or realized.

In speaking of wrong reason, we do not refer to that sort of error which results from ignorance of the premises on which conclusions rest, but to that which is the result of false inferences from well-known facts. One of the most remarkable cases of this kind is that which forms the above title. As we have frequently pointed out, the whole argument in favor of the narrow-gauge system rests upon the assumption that cars to carry a comparatively light load, say from one-half to two-thirds as much as ordinary cars, and of equal strength, will weigh very much less if they have short axles than they will if the axles are longer. Upon this false inference the whole elaborate system of reasoning of the narrow-gauge advocates rests and may be summarized as follows:

1. If the rails are three feet apart the cars will weigh one-third less than if they are 4 feet $8\frac{1}{2}$ inches apart.

2. If the cars weigh so much less, the rails may be lighter and cheaper, the cross-ties can have less bearing surface, and therefore be shorter, the bridges and culverts of less strength and of corresponding cost.

3. If the cross-ties are shorter, the embankments and cuts may be built with less width and expense.

4. If the cars weigh less, the locomotives may be lighter, and will therefore be cheaper.

Therefore, a narrow-gauge road will cost very much less than one with a wide gauge.

Now, at the risk of some repetition, suppose the first postulate is changed, and the argument is presented as follows:

1. If the rails are only three feet apart, the cars will not weigh less than they will if their gauge is 4 feet $8\frac{1}{2}$ inches.

2. If the cars do not weigh less, the rails cannot be lighter nor cheaper; the cross-ties must have the same bearing surface, and must therefore be of the same length, and the bridges and culverts of the same strength and cost.

3. If the cross-ties are not shorter, the embankments and cuts must be built with the same width and expense.

4. If the cars do not weigh less, the locomotives cannot be lighter nor cheaper.

Therefore, a narrow-gauge road will not cost less than one with a wide gauge.

It will be observed that each one of the subsequent inferences rests upon the first, and therefore each of them, and consequently the final conclusion, depends entirely upon the truth or falsity of the first assumption. It is with just such reasoning as this that the advocates of the narrow gauge have urged their schemes, and tried to show that it was best to build roads with the rails nearer together, instead of putting them the usual distance apart. We should have not referred to this subject again, which has already been very fully discussed in the Railroad Gazette, were it not that, since the recent financial check to railroad building and railroad profits, the narrow-gauge fallacy has again revived, and the discussion broken out with renewed virulence, in some of the more obscure papers. Undoubtedly it is difficult to induce people with money to invest it in new railroad projects; therefore, as life insurance solicitors say, it is necessary to get a new "twist" on the subjects who are "approached." The plea used is that the old roads do not pay because they cost too much, but that narrow-gauge roads are sure to pay because the cars weigh so much less, etc., etc., etc.

Now supposing these narrow-gauge logicians should go to the good farmer, who wants railroad facilities to carry his grain to market, and who complains of the great expense of hauling, or, as they say at the West, of drawing it to market, in his wagon, and should say: "My dear sir, the reason it costs you so much to carry your grain to market is because the gauge of your wagons is too wide. You are now obliged to haul too much dead weight with your produce. Every inch added to the gauge of your wagons adds to the cost of their construction and to their dead weight." If a farmer should be reasoned with in that way he would very justly think, and probably say that his good friend (?) was well deluded. Now why is it any more unreasonable to say, that an ordinary wagon would weigh less with the wheels near together than to assert the same thing of a car? The fact is, the distance between the wheels has very little to do with the weight of either wagons or cars, and all practical car-builders know this.

But our narrow-gauge friends say, Is it not a fact that the cars of narrow-gauge roads weigh less in proportion to what they carry than the cars on wide-gauge roads? In answer to this, we say: Yes; narrow-gauge cars which are very light are heavier than

wide-gauge cars, which are heavy (which sounds Hibernian); but it is not true that the dead weight of the lightest narrow-gauge cars is less than that of the lightest wide-gauge cars. There never has been a good reason given why such cars as we have described for the narrow-gauge can be made lighter than for the standard gauge, for the simple reason that there is no such reason: and therefore, if the world were controlled by right reason, we believe there would not be any narrow-gauge roads built.

We of course do not say that it is impossible to construct and operate a narrow-gauge road and do a profitable business on it; what we are contending against is the folly of introducing a new gauge into the country at this time, just as we have arrived at a point when it seems probable that all the roads will be brought to the common standard of 4 ft. 8½ in. If there was any material advantage to be gained by adopting a new gauge, of course there would be some expense for introducing the new system and new confusion; but when it is possible to build roads just as cheaply of the ordinary gauge, with light rolling stock, light rails, and light locomotives, it seems the height of folly to give up the existing uniformity for an imaginary advantage for which, quite curiously, no one can give a good reason.

It is also quite singular to see not only that people refuse to be governed by right reason, but that they go to a great deal of trouble to make what would otherwise be very simple very obscure. Take as an illustration the following example of catechetical reasoning copied from one of the reports of the Denver and Rio Grande Railway:

"Why adopt the reformed cars on a new road, adhering to the wide gauge? Because the great advantage claimed for adhering to the gauge is simply the avoidance of transshipment, and this could not be gained practically, because the cars of other companies could not be carried unless in separate trains, which is out of the question, and the new light cars could not be run off their own line with any advantage."

It is said that at the time Charles Lamb was employed in the office of the East India Company some one complained to him that he came to the office very late in the morning. "Yes," he said, "it is true; I do—but I go away very early in the evening." The person who complained went away with a vague feeling that there was something wrong about the reasoning of Lamb's reply, but for the life of him could not tell what it was. The above argument doubtless has had very much the same effect on many who have read it. The fact is, we would be obliged to write much more than we have room for, and probably more than our readers would have patience to read, in order to show the utter fatuity of the reasoning which refuses to adopt the standard gauge, because with it it would be *possible* to tranship, and finds in that fact a reason for the narrow gauge, because then it will be *impossible* to do so.

What we want to urge as strongly as we can is, that cheap railroads can be built of the standard gauge so as not to cost any more than narrow-gauge roads. Let the projectors of such lines write to locomotive builders and get the prices and capacity of narrow-gauge engines, and then inquire what would be the cost of locomotives with the same cylinders, boilers, wheels, etc., the only difference being that they shall be adapted for the standard instead of a narrow gauge. Then let them inquire of car-builders what the difference in cost would be for cars made with exactly the same bodies, wheels, springs, etc., excepting that the trucks of the one shall be adapted to the standard and the other to the narrow gauge. They will then be convinced, we are sure, that such rolling stock for the standard gauge can be run on rails as light as it is possible to use on the narrow gauge. Let them also inquire whether such narrow-gauge locomotives will pull heavier loads up steep grades than those similar to them for the standard gauge. If they are inclined to believe that shorter curves can be used with the rails near together than with them 4 ft. 8½ in. apart, let them learn what are the shortest

curves used on narrow-gauge roads and compare them with similar curves on wide-gauge roads. Had the projectors of such roads done this long since, there would be somewhat less reason for regretting that "the world is not controlled by right reason."

(From Railroad Gazette, August 29, 1874.)

PROGRESS OF NARROW-GAUGE RAILROADS.

PHILADELPHIA, August 22, 1874.

To the Editor of the Railroad Gazette :

Your editorial of June 20, entitled "The Narrow-Gauge Fallacy," has led me to collect some statistics from the narrow-gauge roads in operation, viz., roads having a width between the rails of 3 feet 6 inches and under, and I append a table of roads showing an aggregate amount of narrow gauge track laid in the United States of 1,233 miles. To this may be justly added 380 miles, the narrow-gauge mileage of the British Provinces, making a total amount of 1,613 miles laid and in operation in North America, as specified below. The completion of these roads embraces the construction of 3,657 miles additional, and from another table it will be seen that their construction has already commenced :

NAME OF ROAD.	Miles built.	Projected mileage.
Alameda, Oakland and Piedmont	8	60
American Fork	18	22
Arkansas Central	48	150
Baltimore, Swan Lake and Towson town	6½	6½
Bell's Gap	9	9
Bingham Canon	23	23
Cairo and St. Louis	92	150
Central Valley	12	12
Cheraw and Salisbury	23	80
Cherokee	8	8
Chester and Lenoir	25	105
Colorado Central (narrow-gauge division)	26	42
Crown Point	13	13
Denver and Rio Grande	164	870
Denver, South Park and Pacific	15	.....
Des Moines and Minnesota	30	160
East Broad Top	25	30
Galena and Southern Wisconsin	30	110
Golden and South Platte	20	20
Grafton	3	3
Iowa Eastern	20	183
Kansas Central	56	550
Kansas City, Wyandotte and North-western	10	240
Kaighn's Point, Gloucester City and Mt. Ephraim	2½	2½
Lawrenceville and Evergreen	2½	2½
Louisville, Harrod's Creek and Westport	5	28
Martha's Vineyard	12	12
Memphis Branch	5	17
Memphis and Raleigh	10	10
Mineral Range	13	100
Monterey and Salinas Valley	18	18
Montrose	25	25
Natchez, Jackson and Columbus	12	180
North Pacific Coast	10	250
North and South of Georgia	35	135
Okolona and Grenada	20	20
Painesville and Youngstown	50	65
Palisade and Eureka	25	81
Parker and Karns City	10	10
Peachbottom	25	65
Peekskill Valley	5½	5½
Pioche and Bullionville	18	18
Ripley	26	36

NAME OF ROAD.	Miles built.	Projected mileage.
Rio Grande	22	22
San Luis Obispo	9	9
Santa Cruz	8	25
South Branch	16	51
Summit County	9	9
Tuskegee	5½	30
Toledo and Maumee	10	10
Utah Northern	70	160
Vicksburg and Ship Island	10	180
Walla Walla	20	20
Wasatch and Jordan Valley	12	16
Worcester and Shrewsbury	3	3
At Johnstown, Pa	25	25
		1,233
New Brunswick	78	170
Prince Edward's Island	50	196
Toronto, Grey and Bruce	165	200
Toronto and Niagara	87	218
		380
		1,613
		4,487
		784
		5,271

Before this appears in print, several of the following roads will have completed sections of their lines, which would considerably swell the total here given :

	Mileage under construction.
Arkansas Central	86
Cairo and St. Louis	58
Chester and Lenoir	75
Denver and Rio Grande	50
Iowa Eastern	20
Kansas City, Wyandotte and North-western	40
Memphis Branch	12
North Pacific Coast	90
Painesville and Youngstown	14
Santa Cruz	15
Utah Northern	90
Vicksburg and Ship Island	160

In addition to the above-named roads, a large number are under active construction, and their completion may be looked for at no distant day. Space forbids me enumerating but a few : Big Sandy and Pound Gap ; Butler and Millerstown ; Caledonia and Sumner ; Duck River ; Greenville and Paint Rock ; Green Bay, Wabasha and Faribault ; Nashville and Vicksburg ; Olympia ; St. Louis and Florissant ; Stockton and Ione ; Santa Rosa Branch ; Washington, St. Louis and Cincinnati ; Utah Western.

I cannot agree with the tenor of your argument against the narrow gauge, neither can I agree with your deductions.

It is not simply because the rails are three feet apart that therefore the cars weigh less, but because they are built lighter, and therefore carry a much greater paying weight in proportion to dead weight than they would if built as heavy and cumbersome as those of the broad gauge. Further, the narrow-gauge movement aims at a more thorough economical operating of its line. Witness the Denver and Rio Grande Railway, which, for the year ending December 31, 1873, made 49½ per cent. net earnings. The Mineral Range, for the eight months ending May, 1874, 41 per cent. ; the Parker and Karns City write that they consider their road an entire success, and many other roads have expressed their confidence in a three-feet gauge.

It would be singular if all the engineers and eminent men who have given the subject their attention should be in error, and that finally the fallacy were demonstrated. At present, however, it cannot be considered as such, since various roads in operation have shown that they can entirely fulfill all the calls made upon them, and in consequence of this fresh organizations are springing into being.

With regard to the last paragraph in your editorial, the writer, at the expense of some labor, has compared the grades and curves of broad and narrow-gauge roads.

On the Colorado Central there are curves of 173 feet radius on a grade, the maximum grade being 190 feet to the mile.

On the East Broad Top the maximum curve has a radius of 207 feet.

On the Painesville and Youngstown there is a grade of 82 feet for two miles, and at another place 60 feet for three miles. The engines weigh 17½ tons and have six driving-wheels. The net earnings are 35 per cent., and it is very certain that an ordinary road would not be able to pay expenses.

On the Pittsburgh and Castle Shannon there is a curve with a radius of only 125 feet, and on the Parker and Karns City one of 47° (122 feet radius). The steepest grade I have heard of is on the Wasatch and Jordan Valley, a mineral road in Utah, viz., 560 feet to the mile.

A great number of roads could be named where the grades far exceed the maximum laid down by Congress.

The weight of rail most used by narrow-gauge railways is 30 to 35 pounds to the yard. This has been found heavy enough, although two or three roads use 45 and 50 pound iron.

The weight of locomotives varies exceedingly, the nature of the traffic and line of road influencing it considerably; between 7 and 20 tons may be taken as the limits.

Admitted that broad-gauge rolling stock could be built as light as that used on narrow-gauge roads, how would it stand the concussion when made up, or in collision with the cars now used? True, break of gauge would have been overcome, but at what expense would be only found out after the experiment. In conclusion, I quote a letter from the Baldwin Locomotive Works:

"Thus far in 1874 (July), of the engines built and in progress 26 per cent. are narrow-gauge. This increase of 16 per cent. over last year is not, however, indicative of the general narrow-gauge business. The panic has not affected it as much as wide-gauge, as the increase of orders for power over wide-gauge roads shows a steady improvement in narrow-gauge business, while the wide-gauge has shown considerable decrease."

HOWARD FLEMING.

We understand our correspondent to call in question our intimation that the narrow-gauge fever has subsided, and to advance in proof of the growing favor of this kind of railroad the statistics given above.

As for the statement of mileage, that of "projected mileage" might as well be left out. There are probably 50,000 miles or more of "projected roads" in the United States, and "work has been begun," that is, more or less grading has been done, on a very large part of them, and the company which has less than a mile graded of its "projected" line of a thousand miles does not hesitate to say that "the prosecution of the work to an early completion has been commenced." There is no prospect whatever that two-thirds of Mr. Fleming's projected lines will ever be completed. Doubtless there are people who hope to complete them, but if that is basis enough, we will make up ten times that mileage in roads of standard gauge equally "projected."

In the list of the roads completed there are some errors. The Vicksburg and Ship Island, with 10 miles completed and 1.0 projected, is of standard gauge. The Bingham Canon is 16, not 23, miles long. The Cheraw and Salisbury is not built. The Chester and Levoir is 22, not 25, miles long, and is not now, we believe, of narrow gauge. The part completed was built about 1855, of standard gauge, and was known as the King's Mountain Railroad until last year, when a project for an extension of narrow gauge was made, in connection with which the gauge of the old road was to be changed. We have not heard that it has been changed as yet. The completed part of the East Broad Top road is not 25 miles long, but 12. There are no rails yet on the Galena and Southern Wisconsin, nor on the Golden and South Platte. The Monterey and Salinas Valley is recently organized and has no road as yet. The North and South of Georgia has 20 instead of 35 miles of track. The Okolona and Grenada has no track, or but very little. The San Luis Obispo, the Santa Cruz, and the South Branch

[* Perhaps estimated. Reports to this office do not give cost, earnings being done in connection with construction. See page 50 and report of Company.—COMMISSIONER.]

have hardly begun track-laying yet, with the exception, perhaps, of the latter. The roads mentioned as at Johnstown, Pennsylvania, must be private roads belonging to mines and manufactories, and if such are to be counted, probably some hundreds of miles can be found in the country which have been worked for years.

Tabulating the mileage given as built which is not built, we have the following:

	Miles.		Miles.
Bingham Canon	7	North and South of Georgia	15
Cheraw and Salisbury	23	Okolona and Grenada	20
Chester and Lenoir	25	San Luis Obispo	9
East Broad Top	13	Santa Cruz	8
Galena and Southern Wisconsin	30	South Branch	16
Golden and South Platte	20	Vicksburg and Ship Island	10
Monterey and Salinas Valley	18		
		Total	214

This is more than one-sixth of the mileage reported completed by Mr. Fleming.

As for the relative economy in working roads of the different gauges, we must have more detailed reports before we have any materials for a comparison. The statements of proportion of working expenses to receipts, which Mr. Fleming adduces as proof of the economy of working narrow-gauge roads, is no evidence at all. It is true that the percentage of expenses is reduced by making the latter small, but it is also reduced by *making the charges large*. The company which charges three dollars for transportation which cost it two, finds its working expenses 66½ per cent., but if it charges four dollars for the same work the proportion of expenses is reduced to 50 per cent. According to the report of the Denver and Rio Grande Railway Company for 1873, its average receipt per ton per mile was 5.93 cents, and per passenger per mile 7.97 cents. With working expenses at 50 per cent., this would give 2.96 cents per ton per mile, and 3.98 cents per passenger per mile, as the *cost* of doing the work on this narrow-gauge road—certainly not an example of cheapness. It is true that the thinness of the traffic is a cause of dear working, but we can compare with standard-gauge roads of a similar traffic, and the cost per mile is to some extent a gauge of the economy of operation of a road. We are not able to compare the Denver and Rio Grande figures with those of a similar line, as we have no reports from those similarly situated, as regards both thinness of traffic and high cost of labor and materials; but there certainly can be very few roads in America where the cost is so great.

No degree of absolute prosperity in a narrow-gauge railroad is proof that its gauge is better than the standard. We never have said, and certainly never shall say, that a narrow-gauge railroad may not be useful to the community which it serves and profitable to its proprietors. We will also say that it is entirely probable that a light narrow-gauge railroad, like those built recently in this country, might succeed in earning a fair interest on the money invested in it where an ordinary standard-gauge railroad, like nearly all those in this country used for both freight and passenger traffic, would fail. We do not deny that a light railroad is cheaper than a heavy one, nor that a light railroad has its uses, nor even that a light narrow-gauge is not often vastly better than no road. What we have continually affirmed and urged as of prime importance is the fact that a light standard-gauge road is in many respects better than one of narrow-gauge—in a developing country not isolated from the standard-gauge system very much better—and at the same time just as cheap.

"It would be singular if all the engineers and eminent men who have given the subject their attention should be in error," says Mr. Fleming. Very true. But so far as our information goes—and we have collected it diligently since the narrow-gauge discussion

begun from more sources than are accessible to most men—few eminent railroad men who have given the subject their attention favor the narrow-gauge. Half a dozen English engineers of real eminence have indorsed certain schemes for narrow-gauge railroads, but the sentiment is overwhelmingly in the other direction, and in this country, if we were called upon to name the eminent engineers who believe in the narrow gauge, the list would be very short.

There has been this year comparatively a large amount of narrow-gauge railroads constructed. There are, however, and have been for two years, comparatively few new narrow-gauge projects, except in two or three sections of the country where there is something like a narrow-gauge system, most of them mining roads—not roads in mines, but roads to carry ore from and supplies to mines. But it is reasonable enough that people should build light and cheap roads when they can't get money enough to pay for heavy and costly ones, and the country as a whole does not know of any other cheap railroad than the narrow gauge.

Mr. Fleming says "it is not simply because the rails are three feet apart that therefore the cars weigh less, but because they are built lighter;" to which we are compelled to reply by asking *why* cars can be built light for the one gauge and not for the other? What we have asserted repeatedly is that cars can be built just as light for the standard gauge as for roads the rails of which are near together. Neither Mr Fleming nor any of the other advocates of the narrow gauge have ever met this question fairly, and as their whole argument rests on it, it certainly is worthy of their consideration.

With reference to curves, it is only necessary to say that the elevated road in New York has curves of 56 feet radius over which they run many trains regularly every day. The road is of 5 feet gauge.

Of grades it may be said that it is hard to understand why they may be worked at a steeper inclination on one gauge than on another. The same law of gravitation governs the resistance of cars and adhesion of locomotives on one as on the other, and on a grade of 560 feet to a mile a locomotive could do very little more than pull its own weight. On the road referred to, some additional help is needed besides the friction of the driving wheels to the rails to draw up the train. If grades operated by such methods are to be quoted in favor of the narrow gauge, we will cite in favor of the other side many wide-gauge roads with grades of 5,280 feet to the mile, of which we have one just outside of our office door, only we call them elevators here and not railroads, and depend upon a wire rope and not the adhesion of a locomotive to draw us up.—EDITOR RAILROAD GAZETTE.

THE NARROW GAUGE.

PHILADELPHIA, September 4, 1874.

To the Editor of the Railroad Gazette:

Your remarks appended to the communication entitled "Progress of Narrow-Gauge Railroads," which appeared in your issue of August 29, call for a response, and the writer is glad to have the opportunity of again addressing you.

In the Railroad Gazette of February 22, 1873, I find in the editorial columns, "that the enthusiasm for narrow-gauge railroads is diminishing in this country, there can be no doubt, and we can confirm what Mr Evans reports in his pamphlet—that there is now but little inquiry and fewer orders for narrow-gauge engines." A list is given showing 484 miles of narrow gauge, and it is hoped that the narrow-gauge enthusiasm will expend itself like the horse epidemic.

And in your issue of June 20, 1874, you apparently regret "that the narrow-gauge fallacy has again revived, and the discussion broken out with renewed virulence."

That you most thoroughly discontinue the narrow-gauge movement is palpable, and why "there is no prospect whatever that two-thirds of the projected lines will ever be completed" remains to be seen. The probability is, however, that the roads will be

carried to completion, notwithstanding "that there is but little inquiry and fewer orders for narrow-gauge engines," although large locomotive works in this city affirm that 26 per cent. of the engines built by them up to July of this year are narrow-gauge. This increase of 16 per cent. over last year is not, however, indicative of the general narrow-gauge business.

In the list of narrow-gauge track laid some corrections were found necessary by you, and a statement showing 214 miles as not built was prepared. Seeing, however, that my information was obtained directly, or very nearly so, from parties interested in the various roads, I must point out that you are in error. By reference to Vernon's Manual it will be seen that the Cheraw and Salisbury *has* 23 miles of track laid. The President of the Chester and Lenoir Railway advised the writer that the gauge of the King's Mountain road, with which they consolidated on April 3, had been changed to 3 feet; also that the road was to commence running regular trains on August 31. Cars were supplied them by works at Wilmington. The whole length of line is under contract. It is worthy of note here that a broad-gauge road has been converted into one of 3 feet, and that it is not the only one in the United States. In the railroad manuals the mileage in operation of the East Broad Top is given as 12 miles, but it must not be supposed that nothing further has been built since the date of that report. The President informed me that 25 miles of their track was laid, and he has since advised your correspondent that the remaining five miles are now being laid at the rate of half a mile a day. Trains are to be running over the entire line of 30 miles by the 15th inst.

The Okolona and Grenada had the iron on hand for their entire road, and were laying it. When last heard from, five miles of track were down, and they were progressing.

The South Branch had their sixteen miles of track laid but a short time ago. From various sources the information was culled that the remainder of the roads had track laid. It was a mistake, though, to have placed the North and South of Georgia at 35 miles in operation; 20 is the correct number.

Your knowledge of the railroad business is so extensive that I need only remind you here that the standard gauge of to-day was at one time as greatly condemned as the narrow at the present time; and the day may not be far distant when those who are antagonistic to it will give it their support, and swell the ranks of the "few eminent engineers who believe in the narrow gauge."

In answer to your question, why cars can be built light for the one gauge and not for the other, I reply that they can; but when I ask, How would they stand the concussion when made up or in collision with the cars now used? the question is evaded. Standard cars built as light as those on narrow-gauge lines will not possess at the same time the same strength. For instance, take a bar or beam of a given strength and place its supports three feet apart, then find its maximum carrying load without fracture or breaking weight, then place the supports 4 ft. 8½ in. apart, and find the breaking weight. The difference between the two results will give a balance in favor of the beam having its supports three feet apart. The latter not being able to carry the same maximum load as the former a stronger beam must be made use of, and in consequence more weight will be entailed; therefore, to carry the same load as a narrow-gauge car, a "standard" must be heavier.

With reference to curves, if you produce those on the elevated road in New York, and which have only 56 feet radius, I can name underground railways where trains run round 18 and 25 feet radius curves, the gauge being 3 feet.

The remarks passed on grades, and the ranking of an elevator with a railroad, are not worthy of the Railroad Gazette. The fact is before us that narrow-gauge trains do surmount heavier grades than those of standard roads.

HOWARD FLEMING.

Our correspondent is narrowing down the controversy, the reasoning of which, as we have frequently pointed out, rests upon the assumed fact that cars built for roads whose rails are placed say three feet apart can be built lighter than if their wheels are 4 ft. 8½ in. apart. The reason for this, he says, is because a long beam supported at the ends must be heavier than a short one. Now let us see which beams of a car will be lengthened or shortened by the distance between the rails: It is very evident that a narrow-gauge car body may be run on wide-gauge trucks, and therefore its weight will be the same for both gauges. The difference in the weight of the cars must therefore be in the trucks alone. It is also evident that to carry the same car body and the same loads the wheels, journal-bearings, springs and longitudinal side-beams must be of the same strength and weight. It is only the cross-beams of the truck which are lengthened.

These are the bolsters, the axles, the brake-beams, and, in some trucks, the end cross-pieces of the truck frames. We leave our correspondent to estimate what the difference in weight due to the difference in length of these parts will amount to. We do not believe it will increase the weight of the cars, when loaded, one per cent.

It must also be remembered that car bodies can with safety be made only about twice the width of the gauge, and therefore, in order to get the required capacity on a narrow gauge, they must be made long and narrow. The weight of cars for the narrow gauge is therefore increased much more by the necessity of lengthening the longitudinal timbers than it is reduced by shortening the transverse ones.

With reference to the question how light wide-gauge cars would stand the concussion with heavy ones, we have simply to say, that if it is desirable to use light cars—and the only cause to prevent their use is that they cannot be run among heavy cars—then all that is necessary is to keep the heavy cars off of the light trains, which reduces the argument in favor of the narrow gauge to this, that on the one gauge heavy cars can be run, and on the other they cannot.

With reference to the fairness of quoting the elevated road as proof of the possibility of operating curves of short radius, all we say is that it is a road over which a large number of trains and of passengers are carried daily, and is operated with locomotives. It is an example of what can be done on a light wide-gauge railroad, and as such may be fairly quoted as an illustration of what can be done with such roads. But when Mr. Fleming, in order to prove that steeper grades can be operated on narrow than on wide-gauge roads, quotes a road which, we have shown, it is impossible to work with ordinary locomotives, but on which trains must be drawn up with wire ropes or other expedients than the adhesion of the driving-wheels of the locomotive, then we say it is quite fair and "worthy" that we or any one else should call attention to the inclined planes employed at mines, or to elevators such as we referred to. The reason why such steep grades can be employed has nothing at all to do with the gauge of the road, which is what we endeavored to show.

We have not yet learned that the law of gravitation acts differently on a narrow-gauge road than it does on a wide gauge, which would certainly be necessary in order to enable locomotives to pull more on the one than on the other.

Mr. Fleming speaks of underground narrow-gauge roads where trains run around curves of 45 and 25 feet radius. Almost any horse railroad has curves of shorter radius around which trains could be run at slow speeds. The point which we want presented clearly is that the shortness of the curves or steepness of grades which can be operated is not dependent upon the gauge, but upon quite other considerations.

As to the increase in the *proportion* of narrow-gauge locomotives built by the Baldwin Works from 10 per cent. in 1873 to 26 per cent. in 1874, that looks very well. But Mr. Fleming omitted to say that the Baldwin Works built three times as many engines last year as this, and 26 per cent. of 100, if our arithmetic is correct, is considerably less than 10 per cent. of 300.—EDITOR OF THE RAILROAD GAZETTE.

COMPLAINTS.

The complaints made to this office for the year 1874 are comparatively few, which would indicate a more general observance of the laws than heretofore on the part of the companies in the State. The following embrace all of any importance that have come to the notice of the Com-

missioner. The correspondence in reference thereto is herewith submitted.

In May last, information being filed that the brick arched tunnel on the Cincinnati and Indiana Railroad was believed to be so insecure as to endanger the safety of trains passing through it, Hon. William Larwill, civil engineer, as expert authorized to inspect railroad bridges and superstructures, under direction of this office, proceeded to make an examination of the tunnel. His report was as follows :

COLUMBUS, OHIO, May 23, 1874.

HON. JOHN G. THOMPSON, *Commissioner of Railroads, etc. :*

The tunnel on the line of the Cincinnati and Indiana Railroad, situated at North Bend, to which my attention was called by instructions from your office dated May 22, 1874, has been examined by me, and upon which I submit the following report :

Being originally constructed for a canal, the cross section is quite different from that used by railroads, thus producing unfavorable impressions at first sight, which, however, proves nothing against the strength or durability of the structure. The width of this tunnel is 24 feet at the spring of the arch, and is, or was, designed to be a true semi-circle, and the height at centre, above the cross-ties of the track, 15 feet; whole length, 1,640 feet. Apparently, it has been arched in sections of about 30 feet at a time, and in resetting the centres due care has not been had to preserve a true alignment, thus injuring the general appearance, without detriment to the strength on this account. Except at one point, I saw nothing to excite a just suspicion of safety of this tunnel, and to this locality I may confine my remarks.

It embraces a space of less than twenty feet, where water has found its way through, and is easily referred to by this leaking, and by the springing of the ring of the arch at this place. By a trial with a "straight-edge" for a chord of four feet, a part of the arch is flattened to a versed sine of only three-fourths of an inch, and a consequent increase nearly of four and one-half inches, while the true versed sine for a curve of twelve feet radius is 0.168 feet, or almost exactly two inches. This spot is evidently subjected to an unusual or special pressure. The water, constantly percolating through the wall, may easily carry away the mortar of the brick masonry composing the ring of the arch, and cause it to lose its true form, which constitutes its strength.

How long it may continue to resist this wasting process, no one can judge. It depends upon the amount of water and the disintegrating properties of the mortar; and, according to the universal rule prescribed by superintendents for their employes—"in all cases of doubt adopt the side of safety"—I would recommend the lining of this part of the tunnel, as soon as thorough preparations are made for it, and until then to employ an intelligent watchman for this especial duty.

The section to be lined or renewed is short, and requiring no especial engineering skill to put in permanent work and preserve all the "head room" it now has, or more, if required.

As additional security to the general structure against other portions ever giving way, I might suggest that tile underdrains be laid as low as the foundations, and near to them, throughout the whole length of the tunnel, on each side.

Respectfully submitted,

WM. LARWILL, *Civil Engineer.*

A copy of this report was forwarded, inclosed with following communication, to address :

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, OHIO, *June 1, 1874.*

M. E. INGALLS, *President Cincinnati and Indiana Railroad, Cincinnati, Ohio :*

DEAR SIR: Inclosed I hand you copy of Mr. Larwill's report in reference to the condition of the tunnel on your road. You will please observe the suggestions he makes in regard to the matter, and, so far as possible, have them carried out without delay.

I have the honor to remain yours, very truly,

JOHN G. THOMPSON, *Commissioner.*

To this, reply was made as follows :

INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILROAD COMPANY,
PRESIDENT'S OFFICE, CINCINNATI, *June 2, 1874.*

JOHN G. THOMPSON, ESQ.:

DEAR SIR: Your favor, with inclosure, of June 1st is at hand. I have directed my engineer to give the matter immediate attention, and confer with your engineer from time to time about it.

Yours, very truly,

M. E. INGALLS, *President.*

A notification being lodged that a higher rate of fare for carrying passengers than allowed by law was charged and paid on the Newark, Somerset and Straitsville railroad, the matter was called to the attention of the general superintendent, as follows:

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, OHIO, *June 22, 1874.*

W. C. QUINCY, ESQ., *Gen'l Supt Ohio Divisions B and O. R. R., Columbus, Ohio :*

SIR: Complaint is made to this office that illegal fare was collected from passengers over the Straitsville Division on May 28, \$1.15 being charged from Junction City to Newark.

Your attention is called to the matter, and to the necessity of so modifying the tariff for fare over the road as to conform to the provisions of law.

Respectfully,

JOHN G. THOMPSON, *Commissioner.*

We have verbal assurance that the fare has been reduced to amount limited by the act regulating fares, as amended April 20, 1874. The remedy in such cases, however, is placed in the hands of aggrieved parties.

In June, 1874, a firm, manufacturers and dealers in furniture and chairs, in Columbus, reported that discriminations were made to their detriment and loss on the Lake Shore and Tuscarawas Valley Railway. The correspondence had relative thereto will show nature of complaint and the explanation of officers of the company :

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, OHIO, *June 22, 1874.*

W. H. GROUT, ESQ., *Sec'y, Gen'l Freight Ag't, etc., L. S. and T. V. R'y, Cleveland:*

SIR: Complaint is made to this office that a discrimination is made on your railway in manner as follows: That you receive and transport from Cleveland, furniture, including chairs set up, at actual weight, while the same class of freight, received and carried by the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company from here, and transferred to your road at Grafton, is not so carried by you, but increased to large estimated weights

Advise as to the facts in the case, and the reasons for making such discrimination.

Yours truly,

JOHN G. THOMPSON, *Commissioner.*

LAKE SHORE AND TUSCARAWAS VALLEY RAILWAY COMPANY,
CLEVELAND, *July 20, 1874.*

HON. JOHN G. THOMPSON, *Commissioner Railways, etc.:*

SIR: In answer to yours of the 22d of June, regarding the discrimination in freight rates as alleged, would say, that so far as this company is concerned we have not knowingly made any such discrimination against Columbus shippers in favor of Cleveland, or otherwise. Both of said points are off the line of this company's road, and if at any time freight has been taken (furniture) at actual weight, it has been an oversight of an agent, and entirely unauthorized by the company. Our estimated weight-tables are copied from the standard tables adopted by railway companies in general, and are no larger.

I am aware that some companies take furniture at actual weight, double first-class rates, "account of manufacturer," but not for any other account, for in such cases they get additional advantages of hauling the material for said manufacturers; but we have not designed to make any such difference, for it would be at a lower rate than this company can afford to transport freight.

The Cleveland, Columbus, Cincinnati and Indianapolis, and Lake Shore and Michigan Southern Railway Companies way-bill through direct in some instances to points on this road, and may have way-billed at actual weight as alleged, and not discovered by our agents. But since receiving your letter have notified them that in way-billing through to stations on this road that they must make no discriminations, and have notified our agents to correct any such errors as may occur.

Respectfully yours,

WM. H. GROUT, *Secretary.*

A reading of the annexed communication will show its object. We understand the request therein made was duly complied with:

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, OHIO, *November 10, 1874.*

GEN. G. A. JONES, *Sup't, etc., Cleve., Mt. V. and Del. R. R., Mt. Vernon, Ohio:*

DEAR SIR: Hon. Wm. Larwill, C. E., in the course of his examination of bridges and structures upon the different roads in Ohio, under direction of this office, informs me of the existence of high trestle-work upon strong grades and sharp curves on your road, where accidents attended with serious results may readily occur, even with the greatest care.

In order to avoid such danger as far as practicable, you will please at once, in addition to those already employed in such service, order watchmen stationed at the trestles known as the "Greer" and the "Eagle Nest," and advise Mr. Larwill, at Bucyrus, of your having so done.

Yours, truly,

JOHN G. THOMPSON, *Commissioner.*

August 19. Complaint was filed of failure or refusal by the Pittsburgh, Ft. Wayne and Chicago Railway Company to build certain fence on the line of its road through the farms of parties residents of Columbiana county. In reply, the proper course was pointed out to pursue in case legal obligation rested upon the company to build the fence.

December 21. Another case of a similar nature, accompanied by statement and affidavit, was received from Union county. The papers relating to this were duly referred to Vice President and General Manager D. W. Caldwell, of the Pittsburgh, Cincinnati and St. Louis Railway Company, for his consideration and action, and the matter will no doubt receive proper attention at his hands.

STATE RAILROAD SUPERVISION.

The following States have created offices for the purpose of regulating and controlling the railroads within their borders, and have commissioners now acting under authority thus conferred, viz: Maine, three; New Hampshire, three; Massachusetts, three; Connecticut, three; New York, one (State Engineer and Surveyor); Pennsylvania, one (Auditor General); Ohio, one; Michigan, one; Illinois, three; Wisconsin, three; Iowa, three; and Minnesota, three.

Two bills have been introduced in the Virginia Legislature the present winter looking to this end, one of which provides for the appointment of a competent person, not a stockholder, officer, trustee, assignee, lessee, or employe of any railroad company, as railroad commissioner, to have supervision of all the railroads in the State, and to require from them annual reports.

A bill has also been introduced in the Missouri Legislature, providing for the appointment of five railroad commissioners, with powers similar to those conferred by the Wisconsin law, except their authority is to extend over warehouses and telegraph and express companies—the expense of the commission to be defrayed by a special tax on the companies. Several other States, convinced of its utility, are considering the question, and taking steps in the direction of making a similar provision for this purpose.

Properly sustained by the State, these departments can not fail to be

of great service and benefit both to the public and the railway companies, the true interests of each being so involved and inseparable that action had, or a state of affairs existing, hostile to the prosperity of one must inevitably affect the other. Questions arising as to the best and most effectual means of harmonizing what are often apparently conflicting interests, are best solved when all the conditions are fully understood; and it is believed that the true elements, status, and manifold bearings of the transportation problem, and of the means adopted and the course pursued by railroads in supplying that great desideratum and pressing necessity of the age for the development and growth of any section, state, or country, namely, easy and cheap transportation, with the resulting effects upon the public, can be shown in no other way so practicably as through the intelligent and well directed efforts of an officer clothed with proper authority, exercised with discretion, in collecting the statistics and facts pertinent and requisite to a full comprehension of the subject, submitting them to a thorough analysis as affecting results, and by a reception of, and inquiry into, all well grounded complaints of oppression, unjust discrimination, mismanagement, or violations of law.

But without co-operation heartily rendered by the State, and a provision of necessary means to carry out such a programme, the results accomplished by the officer will of necessity be correspondingly meagre, and of less value than they would prove otherwise.

REMARKS.

Omitting any general discussion of the transportation question, so far as the same applies to specific rates fixed by law for fares and freights, it is proper to state, in conclusion, that many of the new and uncompleted roads, doing, as yet, a meagre business, complain that the rates now prescribed by law are inadequate to cover operating expenses. The question is therefore suggested, whether some exception should not be made in favor of such roads, thus enabling them to make some return for the capital invested in their construction and equipment.

It will be seen by reference to the returns of the companies reporting, that the gross earnings per mile of the lowest were \$1,437.67, and of the highest, \$17,911.39. The average earnings per mile for the railways in this State for the year was \$8,861.59, and for the United States in 1873 about \$8,000 per mile.

The average for the railways in Pennsylvania and New Jersey was over \$17,000 per mile.

The average per mile of the six principal companies in France in 1874, representing 10,841 miles of railway operated, was \$14,159.

The average earnings per mile of the railways operated in the United Kingdom of Great Britain and Ireland in 1873 were \$17,309.

The average cost of operating the roads in Ohio for the year was \$6,450.84, or 72.88 per cent. of the gross earnings.

These facts are referred to the better to enable the Legislature to determine whether the same rates should apply to a road earning \$1,437 per mile as to one earning \$17,911.

The proposition of specific rates fixed by law, applicable alike to all railways, is disputed by many of the States. The Wisconsin commissioners say on this subject, "that specific rates of charges fixed by any authority independent of the railway companies, who have the responsibilities of management, are every where found to be impracticable—that statutory provisions for the control of a business so intricate, and involving such an infinite variety of particulars, must, of necessity, be practically worse than useless, unless broad and general in character, compelling observance of established principles, rather than imposing regulations for all the details of practical operations. It is no less manifest that any department or board charged with duties in this behalf should not only be charged with general enforcement of all laws designed to protect the transportation interests of the public, but should have the exercise of reasonable discretionary authority to apply such laws with the nearest possible approach to equal justice to all the interests involved."

In preparing this report, it has been our aim to obtain and present such facts as would best exhibit the physical, financial, and working condition of the railways in the State, and it is believed that the results attained are as reliable as could be expected.

The effort, year after year, to abolish the office can have no other effect than to destroy its efficiency by detracting from it the moral support necessary to a proper compliance with the laws by the companies in the State. The hands of the Commissioner should be strengthened, instead of being weakened by bills pending in each succeeding Legislature for the annihilation of the office. Efficient means for the prompt enforcement of all provisions of the law should be given to the Commissioner, and all complaints of violations by the companies should be made to him. Do this, and beneficial results will flow at once to the public from this department.

Having long felt the need of an accurate railroad map of Ohio, I have caused to be published with this report one that may be regarded correct. This map has been prepared with much care, and shows the routes of the various companies now operating in the State. Certain projected routes are also shown, as well as the division of the State into counties,

so that, as a correct and much needed railroad guide for Ohio, it will be found convenient and valuable.

For the uniform courtesy extended to the Commissioner by railroad officials and others with whom his duties have called him to associate, I desire to acknowledge my thanks. I desire, also, to acknowledge the faithful and efficient services of Mr. Charles T. Flowers, clerk in this office. My thanks are also due to E. T. Hall, Esq., for his valuable assistance in the preparation of this report.

Very truly yours,

JOHN G. THOMPSON, *Commissioner.*

REPORT OF INSPECTOR OF BRIDGES, Etc.

HON. JOHN G. THOMPSON, *Commissioner of Railroads and Telegraphs*:

In compliance with your instructions to "examine the condition of the bridges, tracks, trestle-works and culverts, and all matters pertaining to the safety and comfort of passengers, also any violations of the laws that may come to your notice," I have to report:

The duties under this order were delayed until late in the season, for two reasons: To give time to the railroad companies to use the favorable weather and improve their structures all they intended for the season, and also in expectation that reports might come to your office calling especial attention to certain localities, and if so, that they might be examined without an especial journey.

It may and does occur that a hundred miles may be carefully examined and all found to be not only safe but of high quality of workmanship—the examination was labor lost; while there are localities having trestle-work so unsafe that the neighboring inhabitants are actually expecting to hear of a great disaster thereby. It would be a measure of safety to the public, and render your office more useful, if it was the custom of the people to prefer their complaints directly to the Commissioner of Railroads. The observant travelers and the intelligent shippers could place on file in your office a full epitome of the bad condition of the railways, and the unlawful conduct of managers by simply reporting what falls under their notice.

The laws requiring fences, safe passage-ways between cars, and candles in place of burning fluids, and against excessive fare and freight tariffs, etc., are generally of too small importance to any one individual for him to become the party in an action at law. Even when these acts of railway managers are grievous to individuals, they are submitted to, because they are petty, and because the legal remedy is so onerous in time and money. Immunity begets boldness, until a whole community become exasperated and "*pool their purses*" for redress.

The "grange" is the logical result. They are not the aggressors, but the passions once aroused by long submission to petty injustice, the more exasperating because petty, will very naturally lead them too far; and when they do "carry the war into Africa" we shall have only to blame the conduct of minor officials of roads and the inefficiency of the laws restraining them.

BRIDGES.

On most of the principal thoroughfares in the State excellent bridges are provided throughout. From the substantial wooden truss they have advanced to the iron truss, and in many localities, where practicable, to stone arches—the limit of perfection. It is chiefly upon new roads, and those of lighter traffic, that cheap, unsafe structures are to be looked for. A list of the casualties upon bridges shows none that have given way from simple weakness; generally, *it was the bad condition of the track* on and near the bridges. Sometimes a wheel gets off, runs without notice or harm until arriving at the first bridge, then the ties are dragged together, a hole torn as it were, and the cars precipitated through.

Of the wooden bridges upon some of the older roads there are some nearly twenty years old, and still bear rigid inspection; and while condemning the use of such old structures, I have none to single out especially at this time.

TRESTLES.

A very great amount of trestle-work still exists in the State, built as substitutes for bridges and high embankments. Some of these are less than eighteen feet high, and might be filled with earth at an expense not much exceeding the cost of one renewal. This will probably be done in due time; but there are others from forty to sixty feet high where the cost of filling, if capitalized, would create a fund more than sufficient to renew the trestle-work as often as they fail by rotting. It thus becomes the interest of the railroad company and their settled policy to so maintain these trestle-works *ad infinitum*.

Since they are generally new, of sound appearance, and constructed upon a plan to support the strain of an ordinary train, and the thrust of ordinary velocity of trains, I find nothing at this time to condemn upon most lines of road; yet I do feel constrained to condemn the *policy* of perpetuating them upon all roads in the State. They are unsafe at their very best, whilst the result of being thrown off the track must necessarily be a very great damage to property, generally accompanied by loss of life. The statistics of accidents in Ohio show a much greater proportion to occur on the trestling than their proportionate length would call for, and anything to encourage or enforce the discontinuance of all needless bridging or trestling will be a step in the right direction. Poverty, with a kind-hearted public, may be accepted as an excuse for a time; but when it becomes the settled *policy* of a company to forever maintain these unsafe expedients because it is cheaper, an emphatic protest should come from a source to be heeded. If their safety depended wholly upon their strength and stiffness, some reliance might be placed in the judgment and

forethought of those in charge, but simply the *derailment* of a single pair of wheels is enough to wreck a whole train. The causes that may and do throw the wheels off are of all kinds and without number, upon curves much easier than straight lines, upon strong grades easier than upon level track.

Some of the bridges or trestle-works are upon grades of sixty-six feet per mile and six-degree curves, or a radius of only nine hundred and fifty-five feet. A circular farm of only sixty-six acres would suffice for an entire circle at this radius.

Upon this subject of trestle-bridging, I may also mention the Columbus, Springfield and Cincinnati, or "Short-Line" Railroad, as still having two structures upon it, one seven miles from Columbus and one near Georgesville Station, at the east end of the Darby bridge. The first is at the foot of two descending grades where fast running is almost inevitable, and the bridge, though a good one, has no stone abutments, and the approaches at ends are temporary trestles. At the Darby is a high, two-story trestle, built upon "made earth" out of sycamore and elm timber, now about three years old; but all the trestling upon this line is confessedly temporary, and it is not only their design to soon fill them in with earth, but considerable work of this kind has been done this summer. A radical change in the management of this road has occurred within the year past, promising well for the interest of both the stockholders and the public, and all improvements necessary for the safety of travel, to meet prompt attention.

HEATING AND LIGHTING PASSENGER CARS.

The statutes very properly require great care in the preparation and conduct of heating and lighting the cars. Several very serious and noted casualties, resulting in loss of life, are attributable to the burning up of cars when thrown off and lying in such a position that passengers can find no egress. The heavy cast-iron stoves, full of fire, plunge around loose among the passengers. Lamps filled with oil or other fluid pour their contents upon the clothing of passengers and upon the upholstery of the cars, scattering fierce flames upon and around the helpless beings. It is safe to say there is room for improvement in these particulars, as the best devices fall far short of *perfect* security.

Conventions of railway managers are frequent enough, but they meet chiefly to adjust common tariffs of charges—never to devise the means for the greatest possible safety to passengers. The Legislature requires something to be done to render the fires safe, and it forbids *fluids* in lighting the passenger cars, which is, perhaps, as far as it can go. It remains to carry out the little that is required by law.

On the Cincinnati, Sandusky and Cleveland Railroad fluid lamps are still used, although its President, in 1873, Rush R. Sloane, swears they use candles, and his Treasurer and Secretary affirm the error.—*Report of Railroad Commissioner*, 1873, p. 264 ; also, 1872, p. 116.

Another precaution scarcely less important, and far more effectual in the remedy, would be found in requiring *stay-chains* to be applied to all the trucks upon passenger trains, from the forward truck of the locomotive to the last truck in the rear car. It prevents the turning of the truck upon its centre-pin or axis—thus compelling it to keep in the direction of and near the rails, even if off the track. Some terrible tragedies, it is known, would have been averted by stay-chains. Some roads in the State are thoroughly supplied with them, while other roads doing a heavy traffic have none at all.

An examination of the laws, and your instructions to me under the same, in order to the fulfillment of my whole duty, discovers no definite line of action marked out. The precedents left by those who have acted heretofore in this capacity seem to be general and indefinite. Certainly I was not to examine every track structure upon each and all the roads in Ohio, so as to present full statistics of all ; I therefore feel compelled to speak in general terms, and only upon the information gained upon a partial examination. The mention of some and omission of others may seem invidious, though unintentional, as my object is to speak in as general terms as my commission implies ; and in this spirit I will here add that rough tracks are just now almost universal, though the dry season just passed ought to have produced the reverse. The track repair parties have been thinned out, and old rails left in because of the financial strain ; and although the rough track is the worst economy and most fruitful of all the causes of accident, considerations of economy will correct them when the railway companies are able to do it.

Legislation upon the subject of “stay-chains” is suggested to your consideration, and the adoption of some plan by which your office shall become the repository of all complaints against the roadways and the illegal exactions of employees. The aggregate is so great that when understood I think the Legislature will require of your department to prosecute and prevent the grievances I have referred to.

Respectfully submitted,

WM. LARWILL, *Civil Engineer.*

BUOYRUS, OHIO, December 9, 1874.

SUPREME COURT DECISION.

THE STATE OF OHIO ON RELATION OF THE ATTORNEY-GENERAL vs. JOHN SHERMAN, KENT JARVIS, R. R. SPRINGER AND OTHERS. PROCEEDINGS IN THE NATURE OF QUO WARRANTO.

SYLLABUS.

1. Where, in a proceeding in quo warranto, certain named persons, and others said to be too numerous to be brought upon the record, were charged with usurping the franchise of being a corporation, and the defendants named plead that they were the directors of the corporation, without denying that they were corporators therein, and averred the legal existence of the corporation—Held: That in the absence of allegations or proof to the contrary, the defendants are to be regarded as claiming to be members of the corporation.

2. The Legislature has no power, under the present Constitution of Ohio, to create corporations without securing the individual liability of their stockholders, at least to the *minimum* amount required by the Constitution; and if the act of incorporation does not secure this, either by express provision or by requiring from the corporators or stockholders such acts of organization or otherwise as will subject them to the constitutional provision, the act will be unconstitutional and void.

3. Where a corporation, in pursuance of an act of the Legislature, transfers or conveys its franchise to be a corporation to others, the transaction, in legal effect, is a surrender or abandonment of its charter by the corporation, and a grant by the Legislature of a similar charter to the transferees or purchasers; and the charter so granted is subject to all the provisions of the Constitution existing at the time it is so granted.

4. The act of April 4, 1863, authorizing the purchasers of the property of a railroad company to acquire the franchise to be a corporation by deed from the company, is a general law within the meaning of Article XIII., section 2, of the Constitution.

5. But a deed made by such company to a corporation of another State, which corporation had become the assignee of property sold as contemplated in said act, without any new organization, or taking of stock under the deed, or as a corporation of Ohio, does not constitute the foreign cor-

poration or its members an Ohio corporation, and in so far as said act may assume to create them such it is unconstitutional, for the reason that it does not secure the individual liability of the stockholders.

6. Under the present laws of Ohio, foreign railroad corporations, whose roads lie partly within this State, are accorded the right to own, operate and maintain their roads in Ohio in the same manner as domestic railroad companies.

Judgment of *ouster* from the franchise of being an Ohio corporation, and judgment for defendants as to all the other franchises in question.

THE CASE.

This is a proceeding under the twelfth section of the Attorney-General's act (S. & C. Stat., 89), instituted by direction of the House of Representatives against the above named defendants and their associates, said to be too numerous to be brought upon the record, charging them with usurpation and unlawful exercise of certain franchises and authority, and asking a judgment of ouster.

The information charges that the defendants are acting and assuming to act as a corporation within the State of Ohio, without being legally authorized so to do; that they are assuming to exercise, and are exercising, within said State, certain franchises and authority not warranted by law; and that for the space of one year last passed they have used, and still do use, without any grant, warrant or charter, the liberties, privileges and franchises following, to wit, that of being a body corporate and politic in fact, law and name, by the name of the "Pittsburgh, Fort Wayne and Chicago Railway Company," and by the same name to plead and be impleaded with, answer and be answered unto, and to have and use a corporate seal; also that of building, owning and operating a line of railroad within said State, and of condemning and appropriating private property for the same, and the use thereof; also that of being a common carrier of passengers and freight within and across said State, and of charging and receiving a reward therefor; also that of contracting and being contracted with, and of exercising all the rights, powers and privileges conferred upon incorporated railroad companies by an act of the General Assembly of the State of Ohio, passed March 19, 1869, entitled "An act to amend section 24 of an act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852. All of which liberties, privileges, franchises and authority it is charged the defendants have usurped, and do still usurp, upon the State of Ohio, and have exercised, and are still assuming to exercise in said State, without being legally authorized so to do, and without any warrant, grant or authority of law, to the great damage and prejudice of the State.

To this information the defendants plead that they are now, and have been continuously for a period of more than one year prior to the filing of said information, directors of the Pittsburgh, Fort Wayne and Chicago Railway Company, duly and legally elected and qualified as such, and that said railway company is now, and has been continuously for all the time aforesaid, a railroad corporation and body politic, duly and legally incorporated under and by virtue of the laws of Pennsylvania, Ohio, Indiana and Illinois, and by the name aforesaid, and owning a continuous railway, extending from Pittsburgh, Pennsylvania, across the States of Ohio and Indiana to Chicago, Illinois. The defendants further aver that said Pittsburgh, Fort Wayne and Chicago Railway Company still continues to be and is a body politic and corporate in fact and in name, and that before and after the filing of the said information it has been so recognized and treated by the Legislature of the said State of Ohio, and by the various departments and officers of the State government of said State of Ohio, and that by reason thereof it is entitled to do all lawful acts and to enjoy all the rights, privileges, franchises and immunities allowed to railroad corporations, or conferred on them by the laws aforesaid, or by the law of the land. The plea concludes, denying that the defendants have usurped said liberties, privileges and franchises upon the State of Ohio in manner and form as alleged in the information.

To this plea a replication is filed, taking issue upon all its material averments, and the cause is submitted to the Court upon an agreed statement of facts, of which the following is all that is deemed material to be here stated:

"The Ohio and Pennsylvania Railroad Company was duly incorporated and organized as a railroad corporation of the State of Ohio by an act of the General Assembly of the State of Ohio passed February 24, 1848. (Ohio Laws, Vol. 46 page 261.)

"The provisions of this act of incorporation were adopted and affirmed, and authority given to said Ohio and Pennsylvania Railroad Company to construct and maintain its railroad, and to exercise all its powers, privileges and franchises within the State of Pennsylvania, by an act of the General Assembly of that State approved April 11, 1848.

"The railroad of said Ohio and Pennsylvania Railroad Company was constructed and operated between the city of Pittsburgh, in the State of Pennsylvania, and the village of Crestline, in the State of Ohio, in all respects in conformity with its acts of incorporation and said act of Pennsylvania.

"The Ohio and Indiana Railroad Company was duly incorporated and organized as a railroad corporation of the State of Ohio by an act of the General Assembly of that State passed March 20, 1850. (O. L., Vol. 48, page 297.)

"The provisions of this act of incorporation were adopted and affirmed, and authority given to said Ohio and Indiana Railroad Company to construct and operate its railroad and exercise its powers, privileges and franchises within the State of Indiana, by an act of the General Assembly of that State approved January 15, 1851, which act is made a part herof.

"The railroad of said Ohio and Indiana Railroad Company was constructed and operated between the village of Crestline, in the State of Ohio, and the city of Fort Wayne, in the State of Indiana, in all respects in conformity with its acts of incorporation and said act of Indiana.

"The Fort Wayne and Chicago Railroad Company was duly incorporated and organized as a railroad corporation of the State of Indiana by and under the provisions of an act of the General Assembly of that State, entitled 'An act to provide for the incorporation of railroad companies,' approved May 11, 1852. The certificate of incorporation of said company was filed with the Secretary of State of Indiana, and the corporate existence of said company began on the 22d day of September, 1852.

"This company was authorized to construct, operate and maintain its railroad, and exercise its powers, privileges and franchises within the State of Illinois, by an act of the General Assembly of the State of Illinois approved February 5, 1853.

"The railroad of said Fort Wayne and Chicago Railroad Company was constructed and operated between the city of Fort Wayne, in the State of Indiana, and the city of Chicago, in the State of Illinois, in all respects in conformity with the law under which it became incorporated, and said law of Illinois.

"On the 6th day of May, 1856, the boards of directors of the three aforementioned companies adopted certain articles of consolidation, which were subsequently, in the months of June and July, 1856, ratified and affirmed by a majority of more than two-thirds of all the stockholders of each of the aforementioned companies. The proceedings in said act of consolidation were regularly taken, and in conformity with the laws of the several States in which said railroads were situated, especially in conformity with an act of the General Assembly of the State of Ohio passed April 10th, and took effect May 1, 1856, entitled 'An act to authorize the consolidation of railroad companies in this State with railroad companies of States adjoining in certain cases, and to authorize railroad companies in this State to extend their railroads into adjoining States.' A certificate of incorporation of said consolidated company, under the name of Pittsburgh, Fort Wayne and Chicago Railroad Company, and under the provisions of the last mentioned act, was filed in the office of the Secretary of State of Ohio, and the alleged corporate existence of said consolidated company as a railroad corporation of the State of Ohio began on the 1st day of August, 1856.

"The Pittsburgh, Fort Wayne and Chicago Railroad Company failing to redeem or to pay the interest on its bonds, as by the terms of the articles of consolidation it was bound to do, in December, 1859, judicial proceedings to foreclose said mortgages and sell said railroad were instituted in the United States Circuit Court for the Northern District of Ohio against said Pittsburgh, Fort Wayne and Chicago Railroad Company, and said other original companies and others, and proceedings auxiliary thereto were consequently instituted in the United States Circuit Courts in the proper districts of Pennsylvania, Indiana and Illinois. Subsequently, in 1861, decrees of sale and confirmation of sale were rendered in said several Circuit Courts, said proceedings being in all respects conformable to law.

"Whereby, in October, 1861, said railroad and all the property and franchises embraced in said aforementioned mortgages were deeded to, and so far as the same lawfully might be, became vested in Lanier, Tilden, Thompson, Meyer and Hanna, the purchasers at the judicial sale aforesaid.

"While the judicial proceedings aforesaid were still pending, and before a decree of sale had been taken, the stockholders and various classes of creditors of the aforementioned companies entered upon an agreement and plan of reorganization of said railroad

company, by the terms of which said Lanier, Tilden, Thompson, Meyer and Hanna were to become the purchasers, and did become the purchasers, so far as they lawfully might, of said railroad and the property and franchises connected therewith, as agents and trustees for said creditors and stockholders, and took deeds for the same from the master commissioners appointed by said Circuit Courts, and from the Pittsburgh, Fort Wayne and Chicago Railroad Company, agreeably to the decrees of said several Circuit Courts, which deeds conveyed to, and completely, so far as they lawfully might, vested in Lanier and his associate purchasers all the property and franchises which were mortgaged by the said original and consolidated companies. It is agreed that said agreement was not filed in the Circuit Court for the Northern District of Ohio.

"On the 26th day of February, 1862, the persons having acquired said property and franchises by said sale became duly incorporated as a railroad company, under the laws of each of the States of Pennsylvania, Indiana and Illinois, under the name of the Pittsburgh, Fort Wayne and Chicago Railway Company.

"On the 2d day of March, 1862, Lanier and his associates conveyed to the Pittsburgh, Fort Wayne and Chicago Railway Company, by sufficient deed of conveyance, all the property and franchises pertaining to said Pittsburgh, Fort Wayne and Chicago Railroad Company which they had purchased at the judicial sale aforesaid.

"The Pittsburgh, Fort Wayne and Chicago Railway Company operated said railroad within the State of Ohio from the time it acquired the same until the 31st day of December, 1873, claiming to do so under and by virtue of the 7th section of an act of the General Assembly of the State of Ohio, passed April 11, 1861, entitled 'An act to regulate the sale of railroads and the reorganization of the same.'

"On the 31st day of December, 1863, the Pittsburgh, Fort Wayne and Chicago Railroad Company duly executed and delivered to the Pittsburgh, Fort Wayne and Chicago Railway Company a deed in due form, purporting to convey the franchise to be a corporation in conformity with the provisions of an act of the General Assembly of the State of Ohio, passed April 4, 1863, entitled 'An act supplementary to an act entitled an act to provide for the creation and regulation of incorporated companies in the State of Ohio.'

"On the first day of July, 1869, the Pittsburgh, Fort Wayne and Chicago Railway Company leased its entire road, branches and equipments to the Pennsylvania Railroad Company for a period of 999 years from and after said July 1, 1869, agreeably to and in full conformity with the provisions of an act of the General Assembly of the State of Ohio, passed March 19, 1869, entitled 'An act to amend section 24 of an act entitled an act to provide for the creation and regulation of incorporated companies in the State of Ohio.'

"It is admitted that all proceedings under the various statutes and judicial proceedings aforementioned, whether relating to incorporation, organization or reorganization, as well as all deeds or other instruments in writing in any way relating to either or any of the aforementioned transactions, have been regular and in themselves in due form, except as hereinbefore qualified.

"It is also agreed that no question shall be raised touching the election and qualifications of the defendants as directors of said company, if said company have or had a corporate existence."

WELCH, C. J.: This proceeding, as we understand the case, is not merely against the three defendants named upon the record, but against all the officers, stockholders and other individuals claiming to constitute the Pittsburgh, Fort Wayne and Chicago Railway Company. And we

understand the information as charging the defendants, not only with usurping and unlawfully exercising the franchise of being a corporation under and by virtue of the laws of Ohio, and as *such* unlawfully exercising and using the various liberties and franchises mentioned in the information, but also with usurping the franchise of being a foreign corporation, and as *such* foreign corporation unlawfully exercising and using the same liberties and franchises within this State.

The plea interposed stands in the names of the three defendants named upon the record. In this the persons so named say that they are the directors of the corporation, and they assert its legal existence and full right to use the franchises in question. But they neither admit nor deny the charge that they assume to be members of the corporation, otherwise than by admitting that they assume to act as its directors. Under this state of pleading, and in the absence of evidence to the contrary, we must regard the directors as claiming to be members of the corporation, and consider their plea as a plea on behalf of all the defendants.

The claim set up by the defendants is, that they are "a corporation," created and existing under and by virtue of the "laws of the States of Ohio, Pennsylvania, Indiana and Illinois," and as *such* authorized by said laws to exercise and use all the said franchises and privileges. By this we do not understand, as the counsel for the State seem to do, that the defendants claim to be incorporated by the joint legislation of the States named, but that they claim to be a single organization of individuals, under the name of the Pittsburgh, Fort Wayne and Chicago Railway Company, to whom these States have severally granted similar corporate powers and franchises, and they therefore claim to have, in Ohio, all the rights and powers, both of a domestic and of a foreign corporation, and, as either or both, the right to exercise and enjoy the franchises and privileges which they are charged with so usurping, namely, the franchises and privileges of owning, operating and maintaining their railroad in Ohio.

If the defendants are a corporation created by the laws of Ohio, it is admitted that they have all the rights and powers in question. It seems also to be admitted in the agreed statement, and in the argument of counsel, though the contrary would appear to be asserted in the information, that the defendants are a foreign corporation, at least a corporation of the State of Pennsylvania. The questions to be decided, therefore, are:

1. Is the Pittsburgh, Fort Wayne and Chicago Railway Company a corporation of Ohio?
2. If not such corporation, has it the right and power, as a foreign

corporation, to own, operate and maintain its road in Ohio, and for that purpose to use and enjoy the privileges and franchises specified in the information?

We will consider these two questions in their order.

I. *Are the Defendants an Ohio Corporation?*—Their claim is that the consolidated company, the Pittsburgh, Fort Wayne and Chicago *Railroad* Company, was an Ohio corporation, and that its charter—"its franchise to be," or right of existence—has passed to or become vested in the defendants, by virtue of the deed made under the act of April 4, 1863. Unless this act and the deed made under it are sufficient and effectual so to transfer or vest the charter of the consolidated company, it is quite unnecessary to inquire whether that company was, or is, a legal corporation of Ohio, and we are saved the necessity of considering the various questions made and argued by counsel touching the legality of the consolidation, and of the proceedings preliminary and antecedent thereto.

Assuming, then, for the present—what I believe to be the fact—that the Pittsburgh, Fort Wayne and Chicago *Railroad* Company was an Ohio corporation, did its charter pass to or vest in the defendants by virtue of the deed and act of 1863, and thus constitute the defendants, or rather thus constitute the Pittsburgh, Fort Wayne and Chicago *Railway* Company an Ohio corporation?

That a corporation can, when authorized by law so to do, transfer, sell or convey its charter or franchise to be a corporation, and thus vest it in others, seems to be quite well settled by judicial decisions; and we have no objections to make to this proposition of law, except it may be to the form of stating it. The real transaction in all such cases of transfer, sale or conveyance, in legal effect, is nothing more or less than a surrender or abandonment of the old charter by the corporators, and a grant *de novo* of a similar charter to the so-called transferees or purchasers. To look upon it in any other light, and to regard the transaction as a literal transfer or sale of the charter, is to be deceived, we think, by a mere figure or form of speech. The vital part of the transaction, and that without which it would be a nullity, is the *law* under which the transfer is made. The statute authorizing the transfer and declaring its effect is the grant of a new charter couched in few words, and to take effect upon condition of the surrender or abandonment of the old charter; and the deed of transfer is to be regarded as mere evidence of the surrender or abandonment. According to our understanding of the cases cited by counsel for the defendants in support of the doctrine of the transferability of such charters, this is the view entertained wherever the courts have spoken directly of the legal effect of such conveyances. And such seems

to be the view taken by counsel themselves. For they say, among other things: "If the corporators (of the old company) saw fit, nobody would question their right to dissolve the old corporation, and surrender their franchise to the State; and no question could be made of the right of the State, by a general law, to provide for conferring it upon the purchasers of their property." And the counsel add: "*That is what, in effect, is done by this act*"—the act of 1863. We agree to the proposition of counsel, with a single proviso. We think, with them, "*that is what, in effect, is done,*" provided anything is constitutionally and effectually done.

In other words, the Legislature of Ohio, by the act of 1863, have granted to the defendants a charter of incorporation similar to that held by the Pittsburgh, Fort Wayne and Chicago Railroad Company; *provided* the Legislature, at the date of the act, had constitutional power to grant such a charter; *and provided* the requirements of the act have been complied with by the parties. It matters not if we regard the charter granted as identical with the one surrendered—a something which really passes from the old or defunct corporation into the hands of the Legislature, and thence to the new organization—there must be at the time constitutional power in the Legislature, not only to receive, but also to re-issue the charter. It must pass through legislative hands before it can take life in a new organization. It comes into their hands the work and offspring of the old Constitution, but it goes out again, if at all, as the work and offspring of the new one, and subject to all its requirements and limitations.

By the present Constitution of Ohio, the power of the Legislature to grant charters of incorporation is subjected to important limitations which did not exist under the Constitution of 1802. One of these is, that the grant must be made by a general law; another is, that the charter must be subject to alteration and revocation by the Legislature; and a third is, that the grant must be made in some such form as will subject the stockholders to individual liability, to at least a certain extent, for the debts of the corporation. The claim upon the part of the State is, that the act of April 4, 1863, is in violation of these several provisions of the Constitution; or, if the act will admit of a construction consistent with these provisions, then the claim is, that the provisions and requirements of the act, taken in their proper and constitutional sense, have not been conformed to by the parties.

We have no hesitation in holding that the act of 1863 is not liable to the objection that it is a "special act." It is a "general law," in our judgment, within the meaning of Article XIII., section 2, of the Constitu-

tion. In so holding, we merely repeat, in substance, what has been heretofore decided by this Court in *Crick v. The State*, 18 O. St. R., 9; *Welker v. Potter*, 18 O. St. R., 87.

The objection that if the defendants did thus acquire a charter under the act of 1863, that charter would not be subject to alteration or repeal, has, in effect, been answered in what is said above. If the charter thus acquired is to be regarded in law as identical with the charter of the reorganized company, and not as a new charter issuing directly from the Legislature; and if in like manner the charter of the reorganized company is to be regarded, not as a legislative grant made to it, but as a grant directly from the original companies so consolidated, then it may be true that the charter would be unalterable and irrevocable, and the act of 1863 be unconstitutional on that ground. But as we have already said, such is not the law of the case, and the charter, if so vested, would remain as other charters granted under the present Constitution, liable to amendment and repeal by the Legislature.

But the trouble in defendants' case arises when we attempt to reconcile their claim, that they are an Ohio corporation under the act of 1863, with the third named limitation in the Constitution, the limitation in regard to individual liability. Under the present Constitution the Legislature are powerless to grant a charter to any such corporation, unless the grant is made in a form that will secure the individual liability of its stockholders for the debts of the corporation, at least to the amount of their stock over and above their subscription. This liability may be secured by an express provision in the act of incorporation. Where it is to exceed the amount of the stock, it must be secured in that form. In the absence of any such provision in the act of incorporation, I presume this provision of the Constitution would enter into and form part of the act of incorporation, and to that extent execute itself. In either case, however, the act of incorporation, the grant of the charter, must be in some such form as will secure this liability. It must require of the individuals availing themselves of its provisions some acts *as such*, under and in pursuance of it, as will subject them *individually* to its provisions, or to the provision of the Constitution in regard to liability. If it fails to do this, it is simply unconstitutional and void.

The act of 1863, under which the defendants claim title, contains no provision imposing liability upon individuals who may become stockholders under it. Whether the act, properly interpreted, does or does not require of the persons becoming incorporated under its provisions, acts or proceedings which will secure their individual liability as stockholders, is totally immaterial to the present case. Because, if it is to be

interpreted as requiring such acts, namely, an *organization of individuals under the act*, such as is required by the act of April 11, 1861, a *deed* to be made to and accepted by them, and a *taking* of stock by them in the company thus organized, then the defendants have put a wrong interpretation upon the act, and have failed to comply with its provisions. On the other hand, if they have rightly interpreted the act, the act itself is unconstitutional and void for the want of adequate provisions to secure the individual liability of stockholders^f becoming incorporated under its provisions. I presume it is not claimed on behalf of defendants that they have done any act, by way of organization, the taking of stock, or the acceptance of the deed made under the act of 1863, which subjects them, *as individuals*, to any liability whatever beyond that incurred by becoming members of the foreign company. They never organized under the Ohio act; their organization was complete before it was passed. They took no stock under the Ohio act, their stock had already been taken under the Pennsylvania act. Nor was the deed made to or accepted by them; it was made to and accepted by the corporation of which they were members. As such corporation it had no power, by any act whatever, to pledge the individual liability of its stockholders. The powers of a corporation are limited to the common property and common interests of the organization. Over these, and within the scope and purpose of its organization, a *majority* of its members, acting through and by its officers and agents, can exercise dominion and control, and bind its individual members. Beyond this common fund, and outside this scope, the corporation, as such, is powerless to bind its individual members. In some cases it has been found very difficult to determine the exact line between what may be done by a majority of the corporators, thus acting by and through common agents, and what can only be effected by the individual consent of each and all; but no difficulty of the kind can occur in solving questions of individual liability. There the line is distinctly drawn and marked. The *contract* by which he becomes such member fixes the boundary between the interests of the stockholder and those which are embarked in the common enterprise, and thus subjected to the common control. And this contract, be it express or implied, must be interpreted in the light of the law as it existed at the time, and under which the organization is had. The private interests and rights of the stockholder, not by this contract, or some subsequent *individual* act of his, placed in the common fund, or subjected to the corporate control, are as completely outside the reach and power of the corporation as are the property and rights of strangers. The element of individual liability must be engrafted upon the stock by the law under which the organiza-

tion is had, or the stock is taken, and by *virtue* of that organization or taking, or else by some subsequent *individual* assent of the stockholders; otherwise he stands liable for no more than the amount which, by his contract with the company, he has agreed to contribute to the common fund.

In this view of the case, it plainly follows that the defendants have not become members of an Ohio corporation, created under the present Constitution of the State, for the reason that they have never subjected themselves to the individual liability which it imposes on stockholders, and which it makes an indispensable element in the creation of all such corporations. Either the defendants have misinterpreted the act of 1863, and wholly failed to conform to its provisions, or, if they have rightly interpreted it, as authorizing the bestowment of a charter upon a foreign corporation without securing any individual liability of its stockholders, then the act itself is unconstitutional and void. In either alternative, the defendants are no legal corporation of Ohio. It is unnecessary, therefore, to inquire whether their charter as a corporation of Pennsylvania gives them authority, as such corporation, to accept an additional charter from another State, or whether, if they have such authority, it is competent for another State, not having a Constitution like ours, thus to grant them a second charter—that is, to make the grant directly to the corporation *eo nomine*, and not to the individuals composing it. If we concede both the authority to accept a second and foreign charter, and the general power of another State in this manner to make the grant, it is enough for the present case to say, that the power in question has been denied to the Legislature of Ohio by her present Constitution.

II. The second general question involved is, whether the defendants, as a foreign corporation, have the right by the present laws of Ohio to enjoy, exercise and use the franchises and privileges specified in the information other than that of being an Ohio corporation? That is to say, has the Pittsburg, Ft. Wayne and Chicago *Railway Company*, under the present laws of Ohio, accorded to it the right to own, operate and maintain its road in and through the State, including the right to condemn and appropriate private property to its use, the right of being a common carrier for reward, and the right to lease its road under the act of March 19, 1869? We answer this question in the affirmative; and we need, perhaps, add but little more. In *American Bible Society v. Marshall*, 15 O. St. R., 541, this Court held that a foreign corporation might purchase and own real estate in Ohio, when not forbidden by express legislation or the general policy of the law. The ownership of such property implies its use by the owner, and the nature of the use is to be determined by the nature of the property itself. There is not only no law of Ohio prohibit-

ing the ownership and use of railroads in the State of Ohio by foreign corporations, and no public policy of the State to be contravened thereby, but there is abundant legislation directly to the contrary. The legislation brought in review by the agreed statement in this case abundantly shows that the policy of the State has been, and is, not only to permit, but to invite and encourage such ownership and use, and to place foreign companies, in this respect, on a perfectly equal footing with domestic companies. It would be strange were it otherwise. To invite their cooperation in works of great public concern, and then discriminate against them in point of right to use and enjoy their property in the State, would not only be unjust to them but unwise for the State. If any discrimination does exist, it is in regard to the power of condemning and appropriating private property to the use of these roads. In this case we find what we construe to be an express grant of that power. The Pennsylvania act incorporating the defendants gives them power to condemn and appropriate private property, and by the 7th section of our act of April 11, 1861, it is provided that a "corporation of another State possessing part of a railroad situate partly in such other State and partly within this State, may exercise and enjoy within this State *all its powers*, privileges, faculties and franchises, for the purposes of said railroad and its business, not inconsistent with the laws of this State and the provisions of said act." This provision clearly gives the right to condemn and appropriate private property in Ohio to all railroad corporations of other States which have the power of condemnation and appropriation given them in their charters of incorporation.

It follows that a judgment of *ouster* will be entered against the defendants as to the franchise of being a corporation of Ohio, and a judgment in their favor as to the other franchises and privileges which they are so charged with usurping.

Judgment accordingly.

Judge West, having been of counsel, did not sit in the case.

ABSTRACTS OF CORPORATE HISTORY.

Following is an abstract of the corporate history of each of the several lines of railroad operated in the State, in alphabetical order:

ASHTABULA, YOUNGSTOWN AND PITTSBURGH RAILROAD COMPANY.

This company was incorporated, by filing its certificate of organization with the Secretary of State of Ohio, February 11, 1870, to construct a railroad from Youngstown, the terminus of the Lawrence Branch of the Pittsburgh, Ft. Wayne and Chicago Railway, to Ashtabula Harbor, on Lake Erie.

The company adopted and completed the partially constructed line of the Ashtabula and New Lisbon Railway Company (chartered February 20, 1853), from Niles to Ashtabula, paying the balance of the old mortgage thereon, about \$12,000; that portion lying south from Niles being now a part of the Cleveland and Mahoning Valley Railway.

August 1, 1871, they purchased for \$200,000 that part of the Liberty and Vienna Railroad extending from the junction of the Lawrence Railroad at Youngstown to Girard, five and one-half miles, and constructed the link between that point and Niles, thus forming a continuous line.

A contract was made with the Pennsylvania Company, by which it is to operate the road for 99 years, in harmony with its other lines, dividing net earnings pro rata.

"The road was operated during May and June [1873], for or on account of the contractors," but no report thereof was made to this office. Returns for the year ending June 30, 1874, were duly received from the company and lessee, which may be found in the division assigned to reports of companies in this volume.

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY.

The history of this company under its present organization is involved in that of a number of corporations formed by the States of Ohio, Pennsylvania and New York.

In Ohio, the Franklin and Warren Railroad Company was chartered March 10, 1851 (49 O. L., 444), "to have and enjoy, and are hereby invested with all the rights, privileges and franchises, and be subject to all restrictions of the act entitled 'an act regulating railroad companies,' passed February 11, 1848 (46 O. L., 40, and S. & C., 271), and the act amendatory thereto, except so far as the same may be modified or changed by this act," to construct a road from Franklin, Portage county, via Warren, Trumbull county, to the east line of the State, with power to "continue the same from its place of beginning in a westerly or south-westerly direction, to connect with any other railroad within this State which the directors may deem advisable."

Under this authority, the line was constructed from a point on the State line in Trumbull county to Dayton, 246 miles, and a branch from Wadsworth to coal mines, five and one-half miles (this branch is now reduced to two miles).

By decree of the Common Pleas Court of Portage county, dated October 17, 1854, the name of the Franklin and Warren Railroad Company was changed to Atlantic and Great Western Railroad Company.

In *Pennsylvania*, the act of the Legislature of May 20, 1857, incorporating the Meadville Railroad Company, to construct a road from, at, or near Meadville to Erie, and from Meadville to the coal fields of Mercer county, authorized that company to purchase, and the Pittsburgh and Erie Railroad Company, chartered April 21, 1846, to sell the property and franchises, or any portion thereof, of the latter named company, within the counties of Crawford and Mercer. The first named company accordingly purchased the property, rights and franchises of the Pittsburgh and Erie Company within the counties specified, embracing the proposed line of the Meadville Railroad Company therein.

The name of the Meadville Railroad Company was by act of April 15, 1858, changed to Atlantic and Great Western Railroad Company of Pennsylvania.

In *New York*, the Erie and New York City Railroad Company was incorporated by articles of association filed March 12, 1852, with the Secretary of State; but in 1860, the Company, failing to complete its proposed line, sold by authority of act April 19, 1860, about thirty-eight miles of road, from Salamanca to near Ashville, to the Atlantic and Great Western Railroad Company in New York, which was incorporated by filing with the Secretary of State, May 18, 1859, its articles of association. Afterward, in 1864, the former company was dissolved, dividing its assets among the stockholders.

The Atlantic and Great Western Railroad Company of New York, incorporated by articles of association filed December 9, 1858, with the Secretary of State, transferred ten miles of its line to the Atlantic and Great Western Railroad Company in New York (named above), and August 16, 1860, was dissolved.

The Buffalo Extension of the Atlantic and Great Western Railway Company filed its articles of association with the Secretary of State May 14, 1864.

Consolidation, etc.—Under agreement dated August 19, 1865, filed in office of Secretary of State of Ohio October 2, 1865, the Atlantic and Great Western Railroad Companies of Pennsylvania, of Ohio, and of New York, and the Buffalo Extension of the Atlantic and Great Western Railway Company of New York, were consolidated and merged into one corporation, taking the name of Atlantic and Great Western Railway Company.

In consequence of suits brought for the foreclosure of mortgages by order of court on 1st of April, 1867, the road, property, etc., of the consolidated company was by deed conveyed and turned over to Gen. R. B. Potter, as receiver, who continued to operate the road, branches and leased lines to December 7, 1868, when, by provisions of a lease made for the term of twelve years, the whole was transferred to the Erie Railway Company, but was only operated by them four months; the courts of New York, Pennsylvania and Ohio, at the suits of creditors, placing the road and property, April 9, 1869, again in the hands of receivers—Jay Gould and W. A. O'Doherty receiving the appointment.

On 27th November following the jurisdiction of Messrs. Gould and O'Doherty ceasing by arrangement between parties in interest, Hon. Reuben Hitchcock was appointed receiver of the road in Ohio, and December 29, 1869, and January 15, 1870, of the portions in New York and Pennsylvania, respectively, taking possession and operating the line until February 24, 1870, when, under authority of the several courts having jurisdiction, the entire road, branches, leased lines, etc., were re-leased to the Erie Railway Company, lease taking effect as of January 1, 1870, to continue until foreclosure of mortgages and sale of road, or during the receivership, and providing for the maintenance

of the road in good condition, and the payment monthly of 30 per cent. of its gross earnings.

In July, 1871, the property of the consolidated Atlantic and Great Western Railway Company, in the States of New York, Pennsylvania and Ohio, was sold under its second mortgage, and the sale being duly confirmed by the courts of the respective States, the Erie Railway Company, lessee, surrendered the property September 1, 1871. From that date it has been operated by the Atlantic and Great Western Railroad Company, re-organized after the judicial sale (in Ohio, certificate, with deed of transfer, filed in office of Secretary of State, October 19, 1871), and consolidated by articles dated November 10 (filed November 20, 1871) between the respective companies of New York, Pennsylvania and Ohio.

Leased Lines—October 7, 1863, a lease was made for ninety-nine years of the road of the Cleveland and Mahoning Railroad Company, with the Hubbard Branch, extending from Cleveland via Youngstown to State line, 80 miles. August 7, 1872, the Cleveland and Mahoning Railroad Company, the Niles and New Lisbon Railway Company, and the Liberty and Vienna Railroad Company, under agreement of consolidation, effected an organization as the Cleveland and Mahoning Valley Railway Company, and leased the line of the new company, 123.35 miles, for remainder of time fixed by original lease to the Atlantic and Great Western Railroad Company.

The company also leased from the Cincinnati, Hamilton and Dayton Railroad Company the wide track of their double-gauge road from Dayton to Cincinnati, sixty miles.

Articles were entered into for a lease of the Atlantic and Great Western Railroad and leased lines, including all the road and property of the company, except rolling stock leased from other parties, for a term of ninety-nine years, dating from May 1, 1874, to the Erie Railway Company, and the same were ratified by the stockholders of the Atlantic and Great Western Company June 25, 1874.

The Atlantic and Great Western Company guarantees the title to all the property, and agrees, upon notification, to take the necessary steps to acquire title to any property required for improving the road or re-locating any portion of it.

All leases and contracts to be assigned; but the provisions of this lease are not to apply to the lines comprising the Cleveland and Mahoning Valley Railway after the expiration of the several leases under which those lines are held. The Atlantic and Great Western Company is to pay all rentals of leased lines, and interest on bonds; but, in case of default, the Erie Company may pay them, and deduct the amount from the rent.

This lease does not embrace the use of the Cincinnati, Hamilton and Dayton Railroad, nor any contract between the parties hereto relative to such use, except that bearing date November 9, 1871, all other contracts in reference thereto between them being hereby abrogated and annulled; and it is further agreed that so long as the Erie Company shall do its business to and from Cincinnati and points beyond over said Cincinnati, Hamilton and Dayton Railroad, the deficiency of the gross earnings thereby to meet the rental and charges required of it by its contract of April 28, 1869, and the subsequent modifications thereof, shall be borne by the parties hereto in the same proportion that the same now is: 52 per cent. by the Erie, and 48 by the Atlantic and Great Western Company. And if, hereafter, the Erie shall make any contract with the Cincinnati, Hamilton and Dayton Company reducing the rental, such reduction shall inure to the benefit of the parties hereto in the same proportion.

The Erie Company is authorized to change the gauge at any time, but is not under the obligation to do it. The rental for the first year to be 28 per cent. of the gross earn-

ings, for the second year 29, and 30 per cent for the remainder of the term, payable monthly, the rent for each month to be paid on the first day of the second ensuing month; the Erie Company to furnish the Atlantic and Great Western a statement of the gross earnings of each month in detail within sixty days thereafter, and, in order to its verification, the latter to have access to the books and accounts of the lessee; the lease to be forfeited if the rent remains unpaid for sixty days after it is due.

The dues for labor, supplies, etc.—amounting to \$800,000—owing by the Atlantic and Great Western Company at commencement of the lease, to be paid by, and all supplies on hand to be turned over to, the Erie Company; no part of the equipment of the Atlantic and Great Western Railway to be used off its own road, except as may be necessary in the exchange of through business; and in all cases where equipment from one road shall be used on the other, mileage shall be allowed, which shall be adjusted in the monthly settlements. The road, equipment and buildings are to be maintained in as good condition as when taken, and the taxes on the leased property is to be paid by the Erie Company.

The company being in default one installment of interest, due July 1, 1874, on its first and second mortgage bonds, application was made to the Court of Common Pleas of Summit county, Ohio, in behalf of the trustees for the bondholders, for the appointment of a receiver, pending a suit of the bondholders to enforce their rights, which was granted December 8, 1874, by the appointment of Mr. J. H. Devereaux (President of the Company), who subsequently filed bonds in the required amount, and was placed formally in possession, authorized to borrow money, pay arrears of rental on the leased lines, and all labor and supply bills accruing within four months previous to his appointment.

Mr. Devereaux has also been appointed receiver of the road in the States of New York and Pennsylvania.

The road is represented as being in first-class working condition.

ATLANTIC AND LAKE ERIE RAILWAY COMPANY.

This company filed its certificate of incorporation with the Secretary of State June 12, 1869, to build a road, naming Pomeroy and Toledo as terminal points, length 235 miles. The line, as located, passes through Fostoria, Bucyrus, Mt. Gilead, Granville, New Lexington and Athens.

The greater portion of the line is graded from the coal field to the Lake; and at the southern end, in Meigs county, about ten miles, from Harrisonville to Pomeroy, a total of 125 miles. Seven miles, from New Lexington south to Moxahala, is laid with rail, over which cars freighted with coal are now regularly running, obtaining an outlet over the Cincinnati and Muskingum Valley Railway.

A contract has been entered into, and arrangements made, securing the speedy completion of the line from Athens to Toledo.

ATLANTIC AND SOUTH-EASTERN RAILWAY COMPANY.

The certificate of the organization of this company, to construct a railroad from Portland, in Warren township, Jefferson county, to Salineville, Columbiana county, 45 miles, passing through the counties of Jefferson, Harrison, Carroll and Columbiana, was filed with the Secretary of State May 5, 1873.

At date of first annual report, June 30, 1874, the right of way had been donated over a large part of the line, but no installments of subscribed stock had been called in.

During the past three months engineers have been engaged in making the necessary surveys for a proposed branch or extension northwardly from Salineville to New Lisbon, thirteen miles.

BALTIMORE, PITTSBURGH AND CHICAGO RAILWAY COMPANY (OHIO DIVISION).

This company filed its certificate of organization with the Secretary of State March 13, 1872, to construct a railroad from a point on the boundary line between Ohio and Pennsylvania, in Poland township, Mahoning county, to a point on the line between Ohio and Indiana, either in the township of Hicksville or Milford, Defiance county, passing through the counties of Mahoning, Trumbull, Portage, Summit, Medina, Lorain, Huron, Seneca, Hancock, Wood, Menry and Defiance. Construction was commenced at Chicago Junction, on the Lake Erie Division of the Baltimore and Ohio Railroad, in Huron county, and at date of this report, December 30, is completed to Hyde Park, Illinois. From that point the track of the Chicago Branch of the Central Illinois Railroad is used to Chicago. The road is under entire control of, and was built by money furnished by, the Baltimore and Ohio Railroad Company.

The road was opened for business January 1, 1874, from Chicago Junction to Deshler, on the Dayton and Michigan Railroad, 62.40 miles, and from that point to Defiance, 25.40 miles, June 10. Transportation thereon to June 30, being done in connection with construction, shows the amount derived from that source; the cost is not given.

Through trains from Baltimore are now running regularly over the line.

BALTIMORE SHORT-LINE RAILWAY COMPANY.

The certificate of organization of this company, to build a railroad from Warren's Station (on the Marietta and Cincinnati Railroad), Athens county, to Belpre, thirty miles, through the counties of Athens and Washington, was filed with the Secretary of State September 9, 1870.

The road was projected and built in the interest of, and principally with means furnished by, the Marietta and Cincinnati Railroad Company, and is now operated as a part of its line. It shortens materially the line of that Company, and secures more favorable grades. It was completed October last, and trains commenced running regularly over it November 15.

CARROLLTON AND ONEIDA RAILROAD COMPANY.

By act March 9, 1850 (48 O. L., 251), the Carroll County Railroad Company was chartered, authorized to build a railroad from Carrollton to a point on the Sandy and Beaver Canal, with power to connect with any railroad with which arrangements might be made for that purpose, and a road was constructed from Carrollton to Oneida (a station on the Cleveland and Pittsburgh Railroad), twelve miles in length, laid with strap iron, which was opened for business in 1854; but the company became insolvent, suits were brought against it, and the road was sold on execution February 7, 1859.

The purchasers operated it several years, but suffered the road to run down, and in February, 1866, organized the Carrollton and Oneida Railroad Company, under the general law of May 1, 1852, taking Carrollton and Oneida as termini, and adopting the old line of road.

August 1, 1873, the road passed into the hands of the Ohio and Toledo Railroad Company by virtue of an article dated July 15, 1873, in which the Carrollton and Oneida Company agreed to sell, remit and transfer by quit-claim deed the body of its road, together with all the right of way said company might have to dispose of, to the Ohio and Toledo Railroad Company, in consideration that the last named company shall tie, iron with T rail, and equip said road with rolling stock, on or before the 1st day of August, 1874. The terms of the agreement were carried out by the Ohio and Toledo Company.

The Carrollton and Oneida Railroad Company still exists, but with power only to close its business.

CENTRAL OHIO RAILROAD COMPANY.

This company was chartered by act of February 8, 1847 (45 O. L., 175), with authority to construct a road from Columbus, via Newark and Zanesville, to such point on the Ohio River as the directors may select; who were also authorized, whenever deemed by them expedient, to extend said railroad westward from Columbus to the dividing line between Ohio and Indiana. Under the charter and several amendments thereto the road was built and opened between Columbus and Bellaire, 137 miles; but before its completion the company became financially embarrassed, and April 21, 1859, suit was brought by the trustee of one of the mortgages in the Circuit Court of the United States for the Southern District of Ohio for foreclosure of mortgages and sale of the road, and a receiver was appointed and placed in charge.

March 14, 1864, during continuance of suit, by consent and approval of court the company and receiver effected an arrangement with the Stenbenville and Indiana Railroad Company (now merged in the Pittsburgh, Cincinnati and St. Louis Railway Company) for the sale of the undivided one-half of the 33 miles of road lying between Columbus and Newark, which was perfected by deed conveying said interest dated August 31, 1864. A plan of reorganization and capitalization of stock and debt having been agreed upon, in pursuance of orders of the court sale was made March 28, 1865, of the property and franchises existing in the company, which were purchased by trustees for the benefit of parties in interest.

November 1, 1865, a new company was organized, to which the original company, November 8, 1865, conveyed its rights and franchises, under provisions of the act of April 13, 1865; and in pursuance of order of court, by deed of receiver and special master commissioner, bearing date January 29, 1866, were conveyed and transferred to the reorganized company all the rights, franchises and property of the original company.

The company as reorganized entered into contract with the Baltimore and Ohio Railroad Company November 21, 1866, to take possession of and operate its road for the term of twenty years, commencing December 1 of the same year; but February 13, 1869, this was modified and extended—the company having leased the Sandusky, Mansfield and Newark Railroad for the term of seventeen years and five months from July 1, 1869, renewable at option of the Central Ohio Railroad Company—the Baltimore and Ohio Railroad Company being a party to, and guaranteeing performance of the conditions of, the agreement.

The line of road is known as the "Central Ohio Division of the Baltimore and Ohio railroad."

CHICAGO AND ATLANTIC RAILWAY COMPANY.

This company was organized, under articles dated July 15, and filed August 6, 1873, with the Secretary of State of Ohio, by a consolidation of the Chicago and Atlantic Railway Company, of Indiana and Illinois (which was the result of the previous consolidation of the Chicago and Atlantic Railway Company, of Indiana, with the Chicago and Atlantic Extension Railway Company, of Illinois), and the Baltimore, Pittsburgh and Continental Railway Company, of Ohio.

This latter named company organized by filing certificate of incorporation with Secretary of State August 24, 1869, to build a road from the south-east corner of St. Clair township, in Columbiana county, on the State line, north-westerly to Monroeville, Huron county.

The proposed line of the Chicago and Atlantic Railway Company is from Chicago via

Kenton, Ohio, to the north-east corner of Unity township, Columbiana county, which is the point on the State line where that county adjoins Mahoning county, 432 miles.

August 23, 1873, a contract was made with the Western Railway Construction Company by which it was to obtain the right of way, construct and equip the road from Marion, Ohio, to Chicago for \$7,000,000 first mortgage bonds, and \$5,250,000 capital stock of the Chicago and Atlantic Railway Company, together with all subsidies obtained along the line, to be delivered in pro rata amounts as each consecutive ten miles is completed.

June 30, 1874—date of annual report—26 miles had been graded between Marion and Kenton, with an expenditure by contractors of about \$55,000.

CHICAGO AND CANADA SOUTHERN RAILWAY COMPANY.

The Michigan Air Line Railroad Company was incorporated March 31, 1869, under the laws of Illinois, to construct a railroad from Chicago to the eastern State line, in Cook county.

May 19, 1871, articles of association were filed with the Secretary of State of Indiana by the Chicago and Canada Southern Railway Company to construct a railroad from the west line of Indiana, in Worth township, Lake county, to the eastern line of the State, in Richland township, Stenben county.

These two companies were consolidated by articles filed with the Secretary of State of Indiana July 3, 1871, taking the name of the Chicago and Canada Southern Railway Company.

March 20, 1871, the North-western Ohio Railroad Company filed its certificate of incorporation to build a railroad from a point on the north line of Ohio, in Gorham township, Fulton county, to a point on the west line of Ohio, in Florence township, Williams county, passing through Williams and Fulton counties, 30 miles.

By articles dated July 6, and filed August 15, 1871, with the Secretary of State of Ohio, by and between this company and the Chicago and Canada Southern Railway Company, they consolidated under the name last given, and this new company again consolidated with the "South-Eastern Michigan Railway Company," by articles dated July 11, and filed October 27, 1871, with the Secretary of State of Ohio, retaining the name of the Chicago and Canada Southern Railway Company, thus forming a direct and continuous line from Chicago to Detroit River, 250 miles, there to connect with the Canada Southern Railway, via the International Bridge, for Buffalo. Construction was commenced in Michigan in 1871 under a contract, but at the time of the panic in 1873 work was suspended. Sixty-seven miles—Trenton, Michigan, to Fayette, Ohio—is reported laid with rail, and 34½ miles additional graded westward from Fayette.

CINCINNATI AND BALTIMORE RAILWAY COMPANY.

This company filed the required certificate of incorporation with the Secretary of State September 4, 1868, naming Cincinnati and Loveland as terminal points.

June 1, 1869, the portion between Cincinnati and Ludlow Grove—"being all now proposed to be built"—was placed under contract, the work immediately commenced, and June 1, 1872, the road was opened for use—its possession being transferred on that day, under a contract for a perpetual lease, to the Marietta and Cincinnati Railroad Company, who thus obtained control, operating it as a part of its own line, assuming the maintenance of the road, payment of the principal and interest of the funded debt, and an annual eight per cent. dividend on the capital stock of the Cincinnati and Baltimore Railway Company.

The line extends 5.60 miles, with a double main track the entire length. The use of the track of the Cincinnati and Baltimore Railway is leased to and forms a part of the line of the Cincinnati and Springfield Railway Company.

CINCINNATI AND GREAT NORTHERN RAILROAD COMPANY.

The certificate of the incorporation of this company was filed with the Secretary of State July 22, 1871, to construct a railroad from Cincinnati to a point on the State line in Williams county. No iron is laid, and no work done, except a few surveys, for the past ten years, but prior to that time about fifty miles of this contemplated line was graded by the old Cincinnati and Mackinaw Railroad Company, which subsequently failed. The road was sold, and thereby became the property of the Cincinnati and Great Northern Railroad Company. There is nothing on file in this department to show when the Cincinnati and Mackinaw Company was organized, the extent of its expenditures, in what manner the sale of its effects was consummated, or the consideration given by the Cincinnati and Great Northern Railroad Company therefor—probably by the issue of its stock.

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

This company was chartered March 2, 1846 (41 O. L., 280), as the Cincinnati and Hamilton Railroad Company, its present corporate name being conferred by act of February 8, 1847 (45 O. L., 81), and March 15, 1849, by "An act to amend the several acts relating to the Cincinnati, Hamilton and Dayton Railroad Company." (47 O. L., 173.) Under authority thus granted the company built its road from Cincinnati via Hamilton to Dayton, 60 miles, with four feet ten inch gauge. Subsequently two additional rails were laid, making the line double gauge, the other track being six feet, over which are run, under a perpetual lease, the cars of the Atlantic and Great Western Railroad and Erie Railway Companies.

May 1, 1863, the company leased in perpetuity the line and property of the Dayton and Michigan Railroad Company—Dayton to Toledo—142 miles (modified June 23, 1870), also, February 18, 1869, the road and property of the Cincinnati, Richmond and Chicago Railroad Company—Hamilton to Indiana State line—36 miles, and its lease of a part of the Richmond and Miami Railway, extending to Richmond, Indiana.

November 26, 1872, the road and property of the Junction (Cincinnati and Indianapolis) Railroad Company, extending from Hamilton to Indianapolis, 95.20 miles, was sold under decree of the Circuit Court of the United States for Indiana and Ohio to the management of this company, and was transferred December 1 following to the purchasers, who reorganized under the name of Cincinnati, Hamilton and Indianapolis Railroad Company, and the road has been since operated in connection with their other lines, but keeping accounts separate, and making a separate report for each.

CINCINNATI, HAMILTON AND INDIANAPOLIS RAILROAD COMPANY.

The Junction Railroad Company was incorporated by the Legislature of Indiana February 15, 1848 (Indiana Local Laws, 1848, p. 469), for the construction of a road from Rushville through Connersville to a point on the State line between Indiana and Ohio, and with the sanction of the State of Ohio, the company to have the same power and privileges for the extension of said road through Oxford to Hamilton, Ohio, as it may have under the provisions of this charter were the whole line in Indiana.

March 8, 1849, the Ohio Legislature passed an act (47 O. L., 460) granting to the said Junction Railroad Company the right of way, and authorizing it to construct and extend

its road via Oxford and Rossville to Hamilton, and for that purpose constituting the company in Ohio as well as Indiana a body corporate, to do and perform such acts as if originally incorporated in Ohio, and to have and possess all the rights, privileges and powers granted, and be subject to all the restrictions imposed by "an act regulating railroad companies," passed February 11, 1848, (16 O. L., 40.) The act also provided that at least two of the directors shall be residents of Ohio, and in event of one-third of the capital stock of the company being owned by persons living in Ohio, that at least one-third of the directors shall be residents of said State.

February 4, 1853, the Ohio and Indianapolis Railroad Company filed its articles of association with the Secretary of State of Indiana, proposing to construct a railroad from Indianapolis, through the counties of Marion, Hancock, Shelby and Rush, to Rushville, in the last named county—length, 40 miles.

April 20, 1853, an agreement between the Junction and the Ohio and Indianapolis Railroad Companies was entered into and filed with the Secretary of State of Indiana, for the merging and consolidating into one joint stock company, under the provisions of the charter and amendments thereto of the Junction Railroad Company, and to be known by that name.

June 9, 1860, this company leased for the term of ninety-nine years the entire railroad then unfinished, extending from Connorsville, Fayette county, via New Castle, Henry county, to Fort Wayne, 167 miles, of the Fort Wayne, Muncie and Cincinnati Railroad Company, with all its appurtenances, franchises, etc., the Junction Railroad Company covenanting in consideration thereof to finish the construction of the road, equip, maintain and operate the same, and to discharge the indebtedness of the lessor therefore incurred in the construction of the road so leased to this company by the loan of its credit in various amounts to the original companies included, and forming by consolidation the Fort Wayne, Muncie and Cincinnati Railroad Company, the lessee to pay all said company's indebtedness existing at date of lease, and agreeing to pay the same per cent. of dividends upon the capital stock by it issued as shall be paid upon the capital stock of the Junction Railroad Company. Soon after the company became embarrassed, and the road was placed in the hands of a receiver, by whom it was operated until November 26, 1872, when the road, property, etc., were sold under decree of court to parties in the interest of the Cincinnati, Hamilton and Dayton Railroad Company, who re-organized as the Cincinnati, Hamilton and Indianapolis Railroad Company, and it is now operated in connection with the lines owned and leased by said Cincinnati, Hamilton and Dayton Railroad Company.

CINCINNATI AND INDIANA RAILROAD COMPANY.

This company was incorporated under the general law of 1852, by filing its certificate of organization with the Secretary of State April 18, 1861, and constructed a road from Cincinnati to the State line between Ohio and Indiana, 20½ miles, there connecting with the line of the Indianapolis, Cincinnati and Lafayette Railroad Company, to which company the road was leased in perpetuity May 1, 1866, and by whom it has since been operated as a part of its line.

CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY.

This company, which filed its certificate of incorporation with the Secretary of State January 25, 1870 (Record of Corporations No. 7, p. 100), for the purpose of constructing, acquiring, owning and operating a railroad—the places of termini, Cincinnati and Cleveland, and the counties into and through which the line of said railway shall pass, Ham-

ilton, Warren, Clinton, Fayette, Pickaway, Fairfield, Perry, Muskingum, Coshocton, Holmes, Wayne, Summit and Cuyahoga—is the successor, by purchase, of the property and franchises acquired by the Cincinnati and Zanesville Railroad Company, under judicial proceedings, from the Cincinnati, Wilmington and Zanesville Railroad Company, which was chartered February 4, 1851 (49 O. L., 424), with power to construct a railroad from Cincinnati, via Wilmington, Clinton county; Washington, Fayette county; Circleville, Pickaway county, and Lancaster, Fairfield county, to Zanesville. Under authority thus granted, a road was built from Zanesville to Morrow, Warren county, 132 miles, there connecting with the Little Miami Railroad.

The stock subscription to this company, and a large amount derived from sales of first, second and third mortgage bonds, secured by lien on its road, property, etc., was expended; but the company failing to comply with the conditions of the mortgages, the trustee under them, by bill in chancery, prosecuted February 22, 1857, in the Circuit Court of the United States for the Southern District of Ohio, which resulted in a decree being made on March 3, 1857, appointing a receiver in the case, with authority to take possession of the road and property, and to operate the railroad for the interest of all parties concerned.

Under this and subsequent orders of the court the receiver continued to operate the road, preserving a union of interest with the directors, until a plan for reorganization proposed by the company to stockholders and creditors was by them accepted, under which, by decree June 10, 1863, the court ordered the mortgaged premises, including the franchises of the company, to be sold, such sale to free the same from all debts and liabilities.

In pursuance of proceedings under said decree, the railroad, property and franchises were sold, August 27, 1863, to Charles Moran, in trust, for the benefit of such creditors and stockholders as should reorganize as a body corporate, to own and carry on the railroad under the charter, which sale and purchase was, October 17th, 1863, confirmed by the court, and the receiver by whom the sale was made ordered and directed to convey said railroad, other property and franchises to said Moran, in trust, etc., as aforesaid, and the same was, in compliance therewith, thus conveyed.

In pursuance of notice a meeting of the parties in interest of said purchase was held at Cincinnati, March 10, 1864, and organized as a body corporate under the franchises of the Cincinnati, Wilmington and Zanesville Railroad Company, vested as aforesaid in said Charles Moran, by electing a board of directors, the appointment of corporate officers, and the creation of a capital stock proportioned to the amount of stock held by each in the original company, and of claims severally held by them against said company, computed and rated upon a basis fixed and previously agreed upon.

The organization thus perfected assumed as its corporate name the *Cincinnati and Zanesville Railroad Company*, and by its order, as representative of the beneficiaries, the said Charles Moran, by deed bearing date March 12, 1864, conveyed the said railroad, other property and franchises, including the franchise to be and act as a body corporate, to the reorganized company, who thereupon, by their board of directors and other officers and agents, became possessed thereof, operating the road and exercising the said corporate franchises.

Subsequently, for the purpose of settling and removing doubts as to whether the franchise of the original company to be and act as a corporation was thus well vested in the new and reorganized company, or might not technically remain in the original body corporate, the board of directors of the said original company, as authorized by and in conformity with the provisions of "An act for the relief of creditors and stockholders of

railroad companies," passed April 13, 1865 (62 O. L., 169), and in pursuance of the aforesaid agreement entered into with the consent of the holders of more than two-thirds of the stock of said original company, by deed formally conveyed to the reorganized company the franchise to be a corporation originally vested in them.

Under this organization, as the *Cincinnati and Zanesville Railroad Company*, a new bonded debt was created, secured by mortgage on the road, property and franchises of the company, and new stock issued; but failing in the payment of maturing interest on the bonds, a bill was filed April 30, 1869, by the trustee named in the mortgage, in the Circuit Court of the United States for the Southern District of Ohio, against the company for the foreclosure of mortgage and sale of the road, property and franchises.

Under the proceedings had in the case, on the 6th of October, 1869, the court entered judgment against the company for amount found to be due, fixing a time for payment, or, in case of default thereof, ordering that all the said mortgaged premises, the railroad and other property and franchises, late the property and franchises of the Cincinnati, Wilmington and Zanesville Railroad Company, including the rights and franchises to be and act as a corporation, acquired by the Cincinnati and Zanesville Railroad Company by deed from Charles Moran, trustee, to whom the same were conveyed under order of court by the master commissioner, and including all equipment, rolling stock, etc., with all accessions, additions and improvements made or acquired subsequently, be sold in manner directed and prescribed, by the fee simple title thereof, to the highest bidder; and further, upon confirmation of the sale thus to be made and payment to him of the purchase money therefor, the said Charles Moran, in his capacity of trustee and as special master commissioner of the court in this cause, was authorized and required, by deed in fee simple, to convey to the purchaser, legal representative or assigns, the said railroad, other property and franchises, with the privileges, appurtenances, additions thereto, accessions and improvements made or acquired since execution of said mortgage to date of rendition of decree, etc., etc., the subject matter to be sold as "the railroad, other property and franchises, including the franchise to be and act as a corporation, of the Cincinnati and Zanesville Railroad Company, in the State of Ohio."

The company having failed to make payment according to order and decree of the court, on the 16th of October, 1869, an order of sale was issued, directed to Charles Moran, trustee and special master commissioner, commanding him to advertise and offer the property for sale. As directed and required by said order, the said mortgaged premises, property, franchises, etc., were sold December 1, 1869, to Thomas L. Jewett, for the sum of one million four hundred thousand dollars, which sale was, December 2, 1869, confirmed, the court further ordering the said Charles Moran, as trustee and special master commissioner as aforesaid, to execute and deliver to Thomas L. Jewett, the said purchaser, his heirs or assigns, or to such other person or persons or body corporate as he shall direct the same to be made to, as grantee or grantees, a deed of conveyance, in full execution of the sale made to him of the mortgaged premises, accessions and appurtenances aforesaid.

The purchaser immediately took possession of the railroad and property, and operated the same in his individual capacity until about September 1, 1870, at which time a deed having been executed by his direction, August 6, 1870, made by the said Charles Moran, trustee, etc., to the Cincinnati and Muskingum Valley Railway Company, in pursuance of aforesaid order of the court, full possession of road and property and delivery of deed was made to that company, who continued to operate the road to May 1, 1873, at which date it passed into the hands of the Pittsburgh, Cincinnati and St. Louis Railway Company, under lease for "ninety-nine years from January 1, 1873. After paying expenses

for running and maintaining roadway, interest, etc., the balance, if any, to be paid to stockholders of Cincinnati and Muskingum Valley Railway Company."

Since the road has been owned by the Cincinnati and Muskingum Valley Railway Company, an extension has been built from Zanesville to Dresden Junction, sixteen and one-half miles, there connecting with the road of the Pittsburgh, Cincinnati and St. Louis Railway Company.

CINCINNATI RAILWAY TUNNEL COMPANY.

The Dayton, Lebanon and Deerfield Railroad Company was chartered February 6, 1847 (45 O. L., 59), with authority to construct a railroad, commencing at Dayton, via the village of Springboro, Warren county, to Lebanon, and thence to intersect the Little Miami Railroad at or near Deerfield.

Section 21 authorizes the Little Miami Railroad Company to subscribe stock to, or adopt said railroad as a branch, in which [latter] case stock in this shall be stock in the Little Miami Company.

An act amendatory, passed February 14, 1848 (46 O. L., 131), provides that the company should be thereafter known as the Dayton, Springboro, Lebanon and Cincinnati Railroad Company, the directors to have power to construct a road from Dayton to Cincinnati on such route as they may deem best, provided said road shall not be located or constructed in the valley of the Little Miami at a point below the village of Springboro.

In 1871, having a construction account showing an expenditure of over \$725,000, the company was reorganized under the name of the Dayton and Cincinnati Railroad Company (certificate filed in office of Secretary of State March 3, 1871), on the following basis: A surrender of the old stock; in lieu thereof stock to be issued for one-half the amount in the new company, and the debts of: 11 descriptions to be paid by preferred stock.

By decree of the Common Pleas Court of Hamilton county, filed in office of Secretary of State January 31, 1872, the name of the company was changed to Cincinnati Railway Tunnel Company. Annual report gives Cincinnati and Sharon as termini; length, 12.50 miles, all in Hamilton county, with two miles graded; not laid with rail.

CINCINNATI, RICHMOND AND CHICAGO RAILROAD COMPANY.

This company is successor to the Eaton and Hamilton Railroad Company, which was chartered February 8, 1847 (45 O. L., 97), with authority to construct a railroad from Eaton, Preble county, by such route as the directors may select, to Hamilton, Butler county. This and subsequent acts relating to the company were amended and consolidated by act of March 7, 1851. (49 O. L., 470)

November 1, 1864, the Eaton and Hamilton Company leased for ninety-nine years, renewable forever, that part of the Richmond and Miami Railway extending from the point of connection therewith on the State line to the junction or switch about two miles east of Richmond, Indiana; and also the use, in common with the Dayton and Western Railroad Company, of the remaining portion thereof, extending to the city of Richmond.

The company becoming financially embarrassed, suit was brought against it in Butler county Common Pleas Court by Joseph B. Varnum and the co-trustees for foreclosure of mortgage and sale of road.

Pending the proceedings, June 1, 1865, an agreement for a reorganization of the company, and the capitalization of its stock and debt, was submitted to its stockholders and creditors, which was acceded to. In pursuance thereof, the road was sold by order of the court, and was purchased by trustees for the benefit of the parties to the agreement of capitalization.

May 3, 1866, the reorganization was perfected by filing certificate thereof with the

Secretary of State, the new company assuming the name of Cincinnati, Richmond and Chicago Railroad Company.

February 18, 1869, this company leased its road and property in perpetuity, assigning also its lease of the Richmond and Miami Railway to the Cincinnati, Hamilton and Dayton Railroad Company, the lessee paying expenses of operating, maintenance of road and property, payment of interest on bonded debt, etc.; any surplus of earnings to inure to the benefit of the Cincinnati, Richmond and Chicago Railroad Company.

The line has since that time been operated by the Cincinnati, Hamilton and Dayton Railroad Company.

CINCINNATI, SANDUSKY AND CLEVELAND RAILROAD COMPANY.

The Mad River and Lake Erie Railroad Company was incorporated by special charter (act January 5, 1832, 30 O. L., 15), vested with the right to construct a railway from Dayton, via Springfield, Urbana, Bellefontaine, to or near Upper Sandusky, Tiffin and Lower Sandusky, to Sandusky, Huron county; also to construct branches to the seats of justice of any county through which the road may be located.

The following legislation, furthering the interests of the corporation, was had on the several dates specified:

March 14, 1836 (34 O. L., 570): An act to authorize a loan of credit of the State of \$200,000 to the said company.

December 19, 1836 (35 O. L., 7): An act to authorize the commissioners of Logan county to subscribe for \$25,000 of the capital stock of the company.

March 16, 1839 (37 O. L., 343): An act to authorize the commissioners of Hardin county to subscribe \$30,000 to the capital stock of the company, and in case the railroad is located through the town of Kenton, to make a donation to the company of any lots owned by the county in or near Kenton.

February 19, 1845 (43 O. L., 109): An act to authorize the commissioners of Hancock county to subscribe to the capital stock of the Mad River and Lake Erie Railroad Company the sum of \$60,000, or such sum as shall be sufficient to construct a railway or branch from the main track of said railroad to the town of Findlay, and to pay such subscription; authorizes the said commissioners to issue the bonds of said county, bearing interest at not over 6 per cent. per annum, payable to said railroad company, or any other person or body corporate, no bond so issued to be for a less sum than \$1,000.

Under the foregoing act, and the authority of the charter of the Mad River and Lake Erie Railroad Company, the Findlay Branch Railroad was built from Carey, Wyandot county, on the main line, to Findlay, 15.51 miles, and has ever since been operated and held as a part of the Mad River and Lake Erie Railroad.

February 6, 1847 (45 O. L., 65), was passed an act authorizing the town of Springfield to subscribe \$20,000 to the stock of the company, to be applied to construction between Springfield and Dayton.

February 8, 1847 (45 O. L., 87): An act to authorize the Commissioners of Clarke county to subscribe, on behalf of said county, not exceeding \$25,000, to the capital stock of the Mad River and Lake Erie Railroad Company, payment therefor to be made by transferring to it certificates to an equal amount of stock heretofore subscribed by said commissioners, in behalf of said county, to the capital stock of the Little Miami Railroad Company.

The Mad River and Lake Erie Railroad Company located and constructed its road from Tiffin to Sandusky, by way of Bellevue. In 1851 the Sandusky City and Indiana Railroad Company, which was chartered by act of February 28 of that year (49 O. L.,

434), proceeded to build a road from Tiffin to Sandusky, via Clyde, and this route being deemed more favorable than the other, December 1, 1854, the last named company leased this road for the term of ninety-nine years, renewable forever, to the Mad River and Lake Erie Railroad Company, who have since operated the same as a part of its line, ultimately abandoning the other route. The organization of the Sandusky City and Indiana Railroad Company is kept up for the purpose of perpetuating the lease, the interests of the companies being identical, and the road having been built in the interest of and with means furnished by the Mad River and Lake Erie Company, one person acting as president of both corporations.

June 1, 1854, the company leased the road of the Springfield and Columbus Railroad Company for the term of fifteen years, agreeing to stock and run the same out of the proceeds, paying, first, the operating expenses; second, the interest on the \$150,000 outstanding bonds of the Springfield and Columbus Company, and the balance to the lessor.

February 23, 1858, by decree of Court of Common Pleas of Erie county, the name of the Mad River and Lake Erie Railroad Company was changed to *Sandusky, Dayton and Cincinnati Railroad Company*. (Record of Corporations, office of Secretary of State, No. 1, p. 446.)

February 4, 1865, a bill was filed by the trustee of one of the mortgages, covering the entire property, in the Court of Common Pleas of Erie county, against the company for foreclosure of mortgage and sale of the property; and on the 13th of October following O. Follett was appointed receiver and special master commissioner in the case, who operated the road under the orders of the court.

While the suit was pending, various parties interested entered into an agreement for a capitalization of the stock and debts of the company, a sale of the road, and a reorganization under the proceedings for foreclosure; and in pursuance of this arrangement an order was issued by the court to sell the entire property, including the rights and franchises of the company, which, accordingly, on the 5th day of January, 1866, was sold by the receiver and master commissioner to three trustees, who purchased the same in trust for the benefit of the parties to the agreement of capitalization, which included nearly all the persons representing the stock and various classes of debt.

July 2, 1866, was filed in office of Secretary of State (Record of Corporations, No. 3, p. 518), the certificate of reorganization, under name of the *Sandusky and Cincinnati Railroad Company*.

October 8, 1866, this company leased its road and property for the term of ninety-nine years, renewable forever, to the Cincinnati, Dayton and Eastern Railroad Company, but by mutual agreement of the two companies, January 9, 1868, the lease was surrendered to the Sandusky and Cincinnati Railroad Company.

January 11, 1868, was filed in office of Secretary of State (Record of Corporations, No. 4, p. 64), a decree of the Court of Common Pleas of Erie county, changing the name of the Sandusky and Cincinnati Railroad Company to the *Cincinnati, Sandusky and Cleveland Railroad Company*.

June 28, 1870, this company leased, for a period of ninety-nine years, from July 1, 1870, renewable forever, the road, property and rights of the Columbus, Springfield and Cincinnati Railroad Company (successor to the Springfield and Columbus Railroad Company, heretofore named as lessors to the Mad River and Lake Erie Company), the latter agreeing to complete its line of road from London to Columbus by September 1, 1871, and to keep and maintain its corporate existence and organization, the first party to have the privilege of issuing coupon bonds to the amount of \$1,100,000, secured by mortgage or deed of trust on the property, and agreeing to maintain, use and operate

the road from Columbus to Springfield, making such additions, etc., as the business may require, pay all running expenses, damages for loss or injury to property or persons, all taxes, etc., and to pay as rental, when in possession of the whole line between Springfield and Columbus, in equal quarterly payments, forty per centum of the gross earnings and income of the road between Springfield and Columbus; provided, that when the aggregate thus to be paid shall exceed the sum of \$120,000, the first named company shall pay, and the latter be entitled to receive, fifty per centum only of such excess in addition, the first party guaranteeing that the annual payment to the Columbus, Springfield and Cincinnati Railroad Company shall not be less than \$80,000 each year.

The following, in relation to above lease, is from the annual report of this company, June 30, 1872, to the Commissioner: "The lease has been modified, so that this company, instead of paying forty per cent. of the gross earnings of that road, guarantees the principal and interest of the bonds of the Columbus, Springfield and Cincinnati Railroad Company, and its stock, exchanged for stock of this company, share for share, is owned and held in trust by the Cincinnati, Sandusky and Cleveland Railroad Company."

The company has made a perpetual lease of that portion of its road extending from Springfield to Dayton, receiving therefor thirty-five per cent. of the gross earnings, to the Cincinnati and Springfield Railway Company, by whom it was transferred, together with a lease in perpetuity of its own railway, rights, privileges and franchises, to the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.

CINCINNATI AND SPRINGFIELD RAILWAY COMPANY.

This company was incorporated by filing the required certificate of organization in office of Secretary of State, September 9 1870, to build a railroad from Springfield to Cincinnati, passing through the counties of Clarke, Montgomery, Greene, Warren. Butler and Hamilton.

The road was projected and built to form, in connection with other roads already constructed, a trunk line between the Eastern cities and Cincinnati, starting at Cincinnati. Depot and track facilities were obtained under a perpetual lease from the Cincinnati and Indiana Railroad Company, at an annual rental of \$35,000. From the crossings of the Cincinnati and Baltimore Railway, and the Cincinnati, Hamilton and Dayton Railroad, in the city of Cincinnati, to Ludlow Grove, a distance of six and a quarter miles, the track of the Cincinnati and Baltimore Railway Company is used, under lease, at a cost of \$38,000 per year. From Ludlow Grove to Dayton, a distance of 45 80-100 miles, the new line was constructed. Through the city of Dayton, the track of the Dayton and Western Railroad—now a part of the Little Miami Division of the Pittsburgh, Cincinnati and St. Louis Railway—is used jointly with that company under lease, for which this company pays an annual rental of \$2,794 12. From Dayton to Springfield the company has leased, in perpetuity, the road of the Cincinnati, Sandusky and Cleveland Railroad Company, paying therefor thirty-five (35) per cent. of the gross earnings, and at Springfield direct connection is made with the road of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company. To this last named company the Cincinnati and Springfield Railway, with all its rights, privileges and franchises, is leased in perpetuity, the lessee to pay from the gross earnings and receipts all expenses and rentals, interest on first and second mortgage bonds issued by the Cincinnati and Springfield Railway Company, and the balance of said receipts and earnings, if any, to be paid to the lessor.

CINCINNATI AND WHITE WATER VALLEY RAILROAD COMPANY.

The certificate of incorporation of this company was filed with the Secretary of State June 28, 1873, to construct a railroad from Valley Junction—a point about two miles west of the town of Cleves—to North Bend, on the Ohio River, all in Hamilton county. Its length is 2.10 miles, and was built in the interest of the White Water Valley Railroad Company, by whom it is leased to avoid running their trains through the tunnel on the Cincinnati and Indiana Railroad.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY.

This company is the outgrowth of four original corporations.

The Cleveland, Columbus and Cincinnati Railroad Company was first chartered March 14, 1836 (34 O. L., 533), for the purpose of constructing a railroad from Cleveland, via Columbus and Wilmington, to Cincinnati, but through *non-user* the charter became dormant. It was revived and amended by act March 12, 1845 (43 O. L., 405); route designated as from, at or near Cleveland, on the most convenient route leading towards Columbus; and providing that the company may unite its railroad with any other then or thereafter constructed under authority of the General Assembly, leading from any point at or near Lake Erie to or towards the southern part of the State; and, also, that the company shall not be required to construct the road for the whole distance named in act revived.

Subsequently amendments were made to the charter, and under the authority thus granted, aided by subscriptions, authorized by the Legislature, from cities and counties, made to the capital stock, the company constructed a road from Cleveland to Columbus, 138 miles.

The Springfield and Mansfield Railroad Company was chartered March 21, 1850 (48 O. L., 294), with authority to construct a road from Springfield to Mansfield. An amendatory act of February 20, 1851 (49 O. L., 469), provides for an optional change in eastern terminus of the road.

August 9, 1852, was filed with Secretary of State (Record of Corporations, No. 1, p. 61), a decree of Court of Common Pleas of Clarke county, entered August term, 1852, changing company's name to the Springfield, Mt. Vernon and Pittsburgh Railroad Company.

The company failing to meet its liabilities, suit was brought by Geo. S. Coe, trustee of the first mortgage, in the Clarke County Common Pleas Court, for foreclosure and sale of the road, June 16, 1860; and the road and property were placed in the hands of John R. Hilliard, as receiver.

By order of the Court the road was divided into two parcels and sold January 1, 1861. The part built and laid with iron, extending from Springfield to Delaware, fifty miles, was purchased by Peter Odlin, J. R. Hilliard and F. A. Lune, who, on the 1st of January, 1862, sold the same to the Cleveland, Columbus and Cincinnati Railroad Company, and is now known as the "Springfield Branch."

That part from Delaware through Mt. Vernon northward, being but partly graded, was purchased by other parties, and by them sold to the Pittsburgh, Mt. Vernon, Columbus and London (now Cleveland, Mt. Vernon and Delaware) Railroad Company.

The Bellefontaine and Indiana Railroad Company was chartered February 25, 1848 (46 O. L., 275), with power to construct a railroad from Marion, via Bellefontaine, Sidney, and optionally Greenville, to the west line of the State in Darke county. An amendment was passed February 19, 1849 (47 O. L., 151), by which the company was author-

ized to extend its road from Marion to or near Mansfield; and subsequently other amendments and acts authorizing subscriptions to be made were passed by the Legislature.

March 14, 1856, the company effected an arrangement with the Indianapolis, Pittsburgh and Cleveland Railroad Company, of Indiana, taking effect the 1st of April following, and to continue in force five years, by which the roads of the two companies were operated as one line, expenses and earnings being divided *pro rata*; terminable by either company giving the other three months' notice.

The last named company was chartered by the Legislature of Indiana February 17, 1848 (Indiana Laws, 1848, p. 176), by the name of the Indianapolis and Bellefontaine Railroad Company, with authority to construct a railroad, single or double track, from Indianapolis via Pendleton and Anderson, in Madison county, Muncie, Delaware county, and Winchester, Randolph county, easterly to the line dividing Ohio and Indiana, for the purpose of connecting with a railroad proposed to be constructed from Bellefontaine, Ohio, to the State line. Under this charter and amendatory acts the road was constructed. December 19, 1854, by resolution, the Board of Directors, as authorized by the general law of Indiana, changed the name of the company to the Indianapolis, Pittsburgh and Cleveland Railroad Company.

May 16, 1860, the agreement named of March 14, 1856, was extended, to terminate only by and with mutual consent.

December 26, 1864, was filed in office of Secretary of State of Ohio (Record of Corporations, No. 2, p. 34), [filed with Secretary of State of Indiana December 20, 1864], articles of agreement entered into September 24, 1864, for a consolidation of the two companies, the Indianapolis, Pittsburgh and Cleveland Railroad Company, of Indiana, and the Bellefontaine and Indiana Railroad Company, of Ohio, which were ratified by the stockholders of both companies November 24, 1864, by which the companies thus consolidated into one corporation assumed the name of the Bellefontaine Railway Company.

May 16, 1865, was filed in office of Secretary of State of Ohio (Record of Corporations, No. 5, p. 305), [filed on same date with Secretary of State of Indiana], certified articles of agreement of the Cleveland, Columbus and Cincinnati Railroad Company and the Bellefontaine Railway Company, by which the two named companies consolidated under the name of the *Cleveland, Columbus, Cincinnati and Indianapolis Railway Company*, vesting all right, franchises, property, liabilities, contracts, etc., of the respective companies in the new and consolidated company.

This company has leased in perpetuity from the Cincinnati and Springfield Railway Company its railway (including leased lines), extending from Springfield to Cincinnati, thus forming, via the Springfield Branch (from Delaware to Springfield), a continuous line from Cleveland to Cincinnati.

As rental, this company agrees to pay from gross earnings and receipts all expenses and rentals, and interest on the mortgage bonds of the Cincinnati and Springfield Railway Company, the balance of earnings, if any, to be paid to the lessor.

The accounts of the leased line are kept separate, and report of the traffic thereon is made to this office by this Company as lessee.

CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY.

The Cleveland and Mahoning Railroad Company, chartered by act of February 22, 1848 (46 O. L., 227), section 3 of which provides that "said company shall have all the powers and be subject to all the restrictions and provisions of the act regulating railroad com-

panies, passed February 11, 1848" (46 O. L., 40, and S. & C., 271), constructed a road from Cleveland to Youngstown, and a branch from Youngstown to the State line called the Hubbard Branch, a total of 59 miles.

Under date of October 7, 1863, the Atlantic and Great Western Railway Company leased, for the term of 99 years, from October 1, 1863, from this company, its railroad extending from Youngstown to Cleveland, and its Hubbard Branch, the road-beds, bridges, superstructures, and all tracks laid thereon—there being two tracks from Cleveland to Leavittsburgh, one 6 foot and the other 4 ft. 9½ inches gauge—depot-grounds, etc., etc., and the assignment of certain contracts with other parties named in the lease. This company covenanting to complete the Hubbard Branch by January next to its northern terminus—about 11¾ miles from its connection with the main line—to extend its road-bed and track of the narrow gauge specified, in a good and substantial manner, to the old river-bed or ship-channel in Cleveland; construct 899 feet in length of coal and ore docks, with side-tracks, switches, etc., to accommodate the same, to be completed May 1, 1864, and vest in said lessee all its rights to extend said track and road-bed across the old river bed to the west side of the piers on the right of way thereby demised.

This company sells and delivers to the lessee named all its rolling stock, shops and machinery, tools, materials on hand, etc., etc., for the sum of \$405,802.45, provision being made for the re-conveyance thereof on termination of lease, the company also agreeing to procure in its own name, but at the expense of the lessee, any additional rights of way, real estate and privileges that may be necessary.

The lessee agrees to pay as rental for said demised premises the sum of \$273,072 per annum, in equal monthly installments, in advance; to pay all taxes, duties and assessments—national, State, municipal, or by other competent authority—upon said demised premises, or upon the receipts for transportation on said road; to fulfill the contracts of the Cleveland and Mahoning Company hereby assigned, to save it harmless from all damages arising therefrom, or from the use and occupancy of said demised premises, and to keep said premises in good repair.

Authority is reserved by the lessor to protect its first, third and branch mortgage bonds, amounting to \$2,200,000, by a continued lien—by a renewal or otherwise—upon the demised premises, but agreeing to indemnify the lessee against eviction, and all damages, costs, etc., arising therefrom.

This company to maintain its organization, and at all times, when required by the lessee, perform such acts, consistent with its rights under the lease, as may be necessary to the due preservation of all the property, rights, franchises, interest, etc., thereby demised to said lessee; and, if necessary, to perfect the title to any of the demised property, if found defective, during the continuance of the lease.

The Niles and New Lisbon Railway Company—certificate of organization filed in the office of Secretary of State April 24, 1869—was the result of two previous incorporations: the Ashtabula and New Lisbon Railway Company, which filed its certificate February 20, 1853, to construct a road from Ashtabula to New Lisbon, and the New Lisbon Railway Company—certificate filed January 15, 1864—organized to build a road from a point on the Cleveland and Mahoning Railroad, in Wethersfield township, Trumbull county, via New Lisbon, to a point in Liverpool township, Columbiana county.

The first-named projected road was only partially constructed; and July 14, 1864, that part lying south from Niles was leased for the term of 99 years to the latter named company, it undertaking the completion of the road from New Lisbon to Niles, Warren, or some point between the two on the Cleveland and Mahoning Railroad; 10 miles to be completed within two, and the balance within five years.

Under its charter and this lease the New Lisbon Railway Company proceeded, mortgaging the road for its construction; but failing to carry out the terms of the lease, and becoming financially embarrassed, the mortgage was foreclosed, and the road, 35½ miles in length, was sold April 17, 1869, subject to the claims under the lease of the Ashtabula and New Lisbon Railway Company, it not being a party to the proceedings.

The purchase was made by private parties, who organized the Niles and New Lisbon Railway Company.

The Liberty and Vienna Railroad Company was organized December 7, 1868, by filing required certificate in the office of the Secretary of State, to build a road from the end of the railroad of the Church Hill Coal Company, in Liberty township, northwardly to Vienna, all in Trumbull county.

An affirmatory certificate was filed September 14, 1870, to settle doubts as to the original being properly executed and certified.

October 16, 1870, a certificate was filed for \$300,000 increase of capital stock, "it being required for the purpose of building its branch and extension," etc.

August 1, 1871, this company sold to the Ashtabula, Youngstown and Pittsburgh Railroad Company 5½ miles of its road, extending from Youngstown to Girard, for the sum of \$200,000, the same now forming a part of the line of that company—retaining that portion from Liberty to Vienna, 6 miles.

By articles dated July 25, 1872, filed in the office of the Secretary of State August 14, 1872, the three companies named—the Cleveland and Mahoning Railroad, the Niles and New Lisbon Railway, and the Liberty and Vienna Railroad—consolidated under the name of the Cleveland and Mahoning Valley Railway Company.

The capital stock of the new consolidated company is the aggregation of that of the several companies parties thereto, as by previous reports to this office, \$2,759,200. The funded debt consists of bonds of the Cleveland and Mahoning and Niles and New Lisbon, as previously reported; to which is added the amount of bonds held as sinking fund of the Cleveland and Mahoning, and heretofore deducted by them from liabilities, viz., first mortgage, \$110,500; third mortgage, \$166,600; and Hubbard Branch, \$26,500—a total of \$303,600.

The roads thus consolidated are operated and known as the Mahoning Division of the Atlantic and Great Western Railroad.

CLEVELAND, MT. VERNON AND DELAWARE RAILROAD COMPANY.

March 17, 1851, by authority of an act passed February 19, 1851 (49 O. L., 464), "to amend an act to incorporate the Cleveland and Pittsburgh Railroad Company," passed March 14, 1836, "*the Akron Branch of the Cleveland and Pittsburgh Railroad Company*" was organized as a separate and distinct company to construct a branch railroad from Hudson, Summit county, via Cuyahoga Falls and Akron, to Wooster, or some other point between Wooster and Massillon, to connect with the Ohio and Pennsylvania Railroad (now the Pittsburgh, Fort Wayne and Chicago Railway), and any other railroad running in the direction of Columbus.

The act of March 24, 1851 (49 O. L., 542) authorized the commissioners of Summit county to subscribe \$100,000 to the capital stock of the company.

The road was constructed from Hudson to Millersburg, Holmes county, 61 miles, and was known and operated as the "*Akron Branch*" until, by order of the Court of Common Pleas of Summit county, entered at March term, 1853, the name of the company was changed to "*Cleveland, Zanesville and Cincinnati Railroad Company*" Certificate filed in the office of the Secretary of State March 17, 1853. (Record of corporations No. 1, p. 159.)

The company became embarrassed, and suit being brought August 27, 1861, in the Summit County Common Pleas Court, for foreclosure of mortgage and sale of the road, a receiver was appointed in the case, by whom, under the direction of the court, the road was operated until November 2, 1864, when, pursuant to order of the court, the entire road, property and franchises of the company were sold at public auction for \$300,000 to George W. Cass and John J. Marvin, who, on the 1st of July, 1865, following, conveyed the said road and property thus vested in them by deed to the Pittsburgh, Fort Wayne and Chicago Railway Company, who owned and operated it until they, by contract dated June 27, 1869, leased in perpetuity to the Pennsylvania Railroad Company to take effect July 1, 1869, its own railway proper, including the Cleveland, Zanesville and Cincinnati Railroad and its leased lines.

The Pittsburgh, Mt. Vernon, Columbus and London Railroad Company was incorporated by filing its certificate of organization in the office of the Secretary of State May 11, 1869 (Record of Corporations No. 6, p. 314), road to be constructed from a point in Wayne county, on the line of the Pittsburgh, Fort Wayne and Chicago Railway, at or near Orrville, through the counties of Holmes, Knox, Licking, Delaware, Franklin, through Columbus, to Madison county, at or near London.

November 1, 1869, this company acquired, by deed from G. A. Jones, trustee, etc., all that portion of the Springfield, Mt. Vernon and Pittsburgh Railroad (being only partly graded) extending east from Delaware, through Mt. Vernon, in the direction of Millersburg, 43 miles, which was by him purchased at judicial sale August 31, 1867, under proceedings in Knox County Common Pleas Court. The consideration for this conveyance was 1,000 shares, of the par value of \$50,000, of the capital stock of the said Pittsburgh, Mt. Vernon, Columbus and London Railroad Company.

November 4, 1869, the Pennsylvania Railroad Company and the Pittsburgh, Fort Wayne and Chicago Railway Company sold and transferred by deed the entire *Cleveland, Zanesville and Cincinnati Railroad*, extending from Hudson to the coal mines south-west of Millersburg, a distance of 65 miles, with all its machinery, rolling stock, equipment, fixtures, etc., to the Pittsburgh, Mt. Vernon, Columbus and London Railroad Company, the consideration being 22,000 shares of the fully paid up capital stock of the company purchasing, the par value of which was \$1,100,000, the latter company assuming the payment of a mortgage debt on said conveyed premises of \$143,000.

On the same date an assignment was made to the company—being one condition of the sale and purchase aforesaid—of the lease of the Massillon and Cleveland Railroad, extending from Massillon to Clinton, 12½ miles, which had passed into the possession of the Pennsylvania Railroad Company July 1, 1869, with the property and other leased lines of the Pittsburgh, Fort Wayne and Chicago Railway Company.

December 6, 1869, George W. Cass and wife and John J. Marvin and wife executed to the Pittsburgh, Mt. Vernon, Columbus and London Railroad Company a deed of confirmation of the Cleveland, Zanesville and Cincinnati Railroad, thereby vesting any title or rights in said road possessed by said parties in said Pittsburgh, Mt. Vernon, Columbus and London Railroad Company.

December 20, 1869, the name of the company, by decree of Knox County Common Pleas Court, was changed to *Cleveland, Mt. Vernon and Delaware Railroad Company*. Certificate filed in the office of the Secretary of State December 22, 1869 (Record of Corporations No. 7, p. 11.)

December 17, 1872, a supplemental certificate was filed for constructing a branch from the main line in Holmes county, through Coshocton county, to a connection, near Dresden, Muskingum county, with the Pittsburgh, Cincinnati and St. Louis and the Cincinnati

and Muskingum Valley Railways. 33 miles. Report of June 30, 1874, shows 17 miles graded on the Dresden Branch, and an expenditure, including rails, etc., of over \$200,000.

The main line has been completed to Columbus, and the running of through trains was commenced September 1, 1873.

CLEVELAND AND NEWBURGH RAILROAD COMPANY.

This company was chartered September 7, 1866, and commenced running in September, 1868. The road is only $3\frac{1}{2}$ miles in length, and is of the nature of a street railroad, carrying only passengers between the points indicated by its name.

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

The road of this company is situate in the States of Ohio and Pennsylvania, and was constructed under provisions of laws passed by the Legislatures of each.

The first charter was a special act passed March 14, 1836 (34 O. L., 576), by the Ohio Legislature, vesting the corporation with the right to construct a railway from Cleveland to some point in the direction of Pittsburgh on the State line between Ohio and Pennsylvania, or on the Ohio river.

Little or nothing having been done under the rights thus granted, an act of revival and amendment was passed March 11, 1845 (43 O. L., 401), which provided that said company may unite said railroad, when constructed by it, with any other railroad authorized by law which may be constructed on the easterly side of the Cuyahoga river leading to Cleveland.

Section 7 of act February 16, 1849 (47 O. L., 146), authorizing subscriptions to the capital stock of the company by the city of Cleveland, authorized the company to construct branches from the main line of its road to any village or place within the limits of any county through which the same may pass; and section 1, act of March 9, 1850 (48 O. L., 251), authorized the company to extend an arm of the Cleveland and Pittsburgh Railroad down the valley of Sandy so far south as to intersect the Steubenville and Indiana Railroad. Under authority of the last named act the company built the Tuscarawas Branch, extending from Bayard, Carroll county, on main line, to New Philadelphia, Tuscarawas county—32 $\frac{1}{2}$ miles.

Section 4 of act passed February 21, 1850 (48 O. L., 248), authorizes the company to extend its road, under power obtained from the State of Pennsylvania, to the city of Pittsburgh, or to any point in that direction at which its road may be connected with any other road leading from that city.

Sections 2-4 of act passed by the Pennsylvania Legislature April 8, 1850 (Penn. Laws of 1850, p. 417), authorizes the company to extend its road from the eastern line of Ohio to a point at or near the mouth of the Big Beaver, and connect the same with the Ohio and Pennsylvania Railroad at such point as may be mutually agreed upon; provided, that the damages which may be done to private property by said construction shall be assessed and paid in the manner provided by act passed February 19, 1849, etc. (Penn. Laws 1849, page 79.)

An act of the Legislature of Ohio passed February 19, 1851, (49 O. L., 468), authorized the construction, under provisions of the company's charter, of a branch railroad from Hudson, Summit county, through Cuyahoga Falls and Akron, to some point on the Ohio and Pennsylvania Railroad between Massillon and Wooster—the subscribers to a majority of the stock being allowed to organize by the election of directors—a president to be elected by them who—under the name of "The Akron Branch of the Cleveland

and Pittsburgh Railroad Company," should be entitled to all the privileges and subject to all the restrictions and liabilities granted or imposed by the charter of the Cleveland and Pittsburgh Railroad Company and amendments thereto.

Under the authority thus conferred a separate and distinct company was formed March 17, 1851, who constructed the "Akron Branch." The name of this company was changed to Cleveland, Zanesville and Cincinnati Railroad Company. The road was sold under judicial proceedings November 2, 1864, the purchasers, July 1, 1865, conveying the same by deed to the Pittsburgh, Fort Wayne and Chicago Railway Company; and finally, November 4, 1869, it came into possession of the Pittsburgh, Mount Vernon, Columbus and London Railroad Company, and is now a part of its line. Name afterwards changed to Cleveland, Mt. Vernon and Delaware Railroad Company.

On the 18th of April, 1853, an act was passed by the Legislature of Pennsylvania (Penn. Laws of 1853, page 473) incorporating the Cleveland and Pittsburgh Railroad Company, and giving full assent to all and each of the provisions contained in the acts relating thereto passed by the General Assembly of Ohio March 14, 1836, March 11, 1845, and that authorizing the said company to extend their road into the State of Pennsylvania—adopting, ratifying, confirming and enacting into laws of the commonwealth all and each of the provisions, conditions and restrictions thereof, etc.

By act of April 11, 1862 (Penn. Laws 1862, p. 436), the foregoing act was revived and renewed, and the time for constructing and completing the road from Rochester into Pittsburgh, under the charter of said company, extended ten years from date of this act.

Under the acts named the company constructed its road from Cleveland to Rochester, Pennsylvania, 123 $\frac{3}{4}$ miles, and from Yellow Creek to Bellaire, 43 $\frac{1}{4}$ miles; which, with the Tuscarawas Branch before named, makes a total of 199 $\frac{1}{4}$ miles.

December 15, 1862, a contract was entered into with the Pittsburgh, Fort Wayne and Chicago Railway Company for a division of the gross earnings of the two companies upon a specified basis, and for the joint use of the track of the latter in Pennsylvania, from Rochester to Pittsburgh—this company paying therefor a monthly rental of \$7,083.33, and, in addition, one-half of the cost of keeping the same in repair. This contract was modified February 16, 1866, as to basis of division of gross earnings.

October 25, 1871, the road was leased to the Pennsylvania Railroad Company for the term of 999 years from December 1, 1871, the consideration being an annual rental of \$786,795, payable in quarterly installments on the first days of March, June, September and December, and the payments of interest, sinking fund, lease of track of Pittsburgh, Fort Wayne and Chicago Railway; and, in addition, \$10,000 per annum to maintain and preserve its corporate organization.

The increase of capital stock since 1871, \$3,411,554 (see annual report June 30, 1873), was made under the provisions of the lease, by capitalization at the rate of 142.85-100 per cent. of the old stock, making the amount \$11,250,854, which, at 7 per cent., equals 10 per cent. on old stock. No stock was issued for sale, and no money was realized.

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY.

Under the authority of act passed February 23, 1849 (47 O. L., 155), by which the Columbus, Piqua and Indiana Railroad Company was chartered, that company proceeded to construct a road from Columbus via Urbana and Piqua to Union City, on the State line between Ohio and Indiana.

But the company failing to meet its liabilities, on the 17th of June, 1856, George S. Coe, trustee of one of the mortgages, filed in the Common Pleas Court of Franklin county a petition for foreclosure of the mortgage and sale of the road; and on the 23d

of June the court appointed two receivers, who were placed in charge, with authority to operate the road for the benefit of all parties interested.

In the meantime, a plan of reorganization and a capitalization of the stock and debts, which included a sale of the road, property, franchises and privileges of the company, being agreed upon by the holders of over two-thirds interest therein, was presented to and accepted by the court, and included in the record of the proceedings in the case. An order for a sale in accordance therewith was issued on the 24th of June, 1863, to the special master commissioner in the case, who, as authorized, sold the said property for \$500,000, the minimum price fixed by the court, to three trustees—they purchasing for the benefit of the parties to the plan of reorganization.

On the 20th of November following the court approved and confirmed the proceedings and sale made by the master commissioner, and, finding that, according to the plan proposed, a reorganization of the company had been made under the name of the Columbus and Indianapolis Railroad Company, and in accordance with the provisions of an act passed April 11, 1861 (58 O. L., 70), approved and confirmed the same, and ordered the said special master commissioner to execute and deliver to the company so reorganized a deed in fee simple for the property, rights, privileges and franchises sold by him, and purchased by said trustees, in trust for the purposes specified; and that the purchase money be paid over to the special master commissioner for distribution, according to the orders of the court. All of which being done and performed according to said orders, was approved and confirmed.

October 31, 1863, the certificate of the reorganization of the company as the Columbus and Indianapolis Railroad Company was filed in the office of the Secretary of State. (Record of Corporations No. 2, page 201.)

Under authority of the provisions of section 24 of the act of May 1, 1852, "to provide for the creation and regulation of incorporated companies in the State of Ohio," an agreement was made June 29, 1864, with the Richmond and Covington Railroad Company, duly ratified by the stockholders of each company, under which the latter sold, September 5, 1864, its road from Bradford Junction to the Indiana State line, 32 1-5 miles in length, with all its privileges and appurtenances, to the Columbus and Indianapolis Railroad Company; the purchaser, as consideration therefor, assuming the payment of principal and interest of bonds to the amount of \$250,000, bearing date June 24, 1862, and the principal and interest of other bonds to the amount of \$106,000, bearing date March 1, 1864, issued by said Richmond and Covington Railroad Company, and to pay the same according to the tenor thereof, and satisfy and discharge the mortgages executed to secure the payment of said bonds, and to pay the balance of purchase money (\$644,000 in all) in stock of the Columbus and Indianapolis Railroad Company, at par value of \$50 per share, the purchaser assuming all the liabilities of said Richmond and Covington Railroad Company for right of way, etc.

The Richmond and Covington Railroad Company was incorporated by filing the required certificate of organization in the office of the Secretary of State March 12, 1862 (Record of Corporations No. 2, page 110), which sets forth the railroad to be constructed as "from a stake in the track of the Columbus, Piqua and Indiana Railroad, on land of John Sowers, in Newberry township, Miami county, through the counties of Miami, Darke and Preble, to the State line of the State of Indiana." The road was constructed, the company selling and transferring it as before named, September 5, 1864, to the Columbus and Indianapolis Railroad Company.

October 17, 1864, was filed with the Secretary of State of Ohio (Record of Corporations No. 2, page 305)—[filed October 19, 1864, with Secretary of State of Indiana]—articles

entered into August 10, 1864, between the Columbus and Indianapolis Railroad Company, of Ohio, and the Indiana Central Railway Company, of Indiana—duly ratified subsequently by the stockholders thereof—by which, under the laws of Ohio and Indiana, the two companies agreed to consolidate into one corporation, under the name of the *Columbus and Indianapolis Central Railway Company*.

The Indiana Central Railway Company of Indiana—one of the parties to the consolidation named—originated in an act passed January 26, 1847, by the Legislature of Indiana, chartering the Terre Haute and Richmond Railroad Company, with power to construct a road from the western boundary of that State, via Terre Haute and Indianapolis, to Richmond. In addition to others of previous dates, on January 20 1851, an amendatory act was passed terminating the road at Indianapolis, and releasing the company from the construction of any portion east of that point. This act further created the directors elected by stockholders, east of Indianapolis, and such stockholders a body corporate under the name of the *Indiana Central Railway Company*, with authority to construct said road in the general direction of the National Road, so as not to interfere therewith, from Indianapolis east to the State line dividing Indiana and Ohio; the company to be subject to the provisions, etc., of the act incorporating the Terre Haute and Richmond Railroad Company, and the amendments thereto, so far as the same may be in force.

Under authority thus conferred the road was built on the line and with termini prescribed.

September 10, 1867, was filed in the office of the Secretary of State of Ohio (Record of Corporations No. 4, page 468), a certified copy of articles of agreement dated June 28, 1867, by and between the Columbus and Indianapolis Central Railway Company, the Union and Logansport Railroad Company, and the Toledo, Logansport and Burlington Railway Company, to consolidate under the corporate name of the *Columbus and Indiana Central Railway Company*—the roads of the several companies forming a continuous line from Columbus, Ohio, to the boundary line between Indiana and Illinois.

The Union and Logansport Railroad Company was incorporated by filing certified copy of its articles of association in office of Secretary of State of Indiana January 5, 1863, to build a road, commencing at the State line, in the town of Union, Randolph county, to Logansport, to pass in and through the counties of Randolph, Jay, Blackford, Grant, Miami and Cass, its length to be about ninety-three miles.

The other company party to the consolidation, the Toledo, Logansport and Burlington, was originally incorporated as the *Logansport and Pacific Railroad Company*, filing its articles of association with the Secretary of State of Indiana May 5, 1853, to build a road from Logansport, through the counties of Cass, White and Jasper, via Monticello, in the general direction of Middleport, Illinois, to the west line of Indiana.

By resolution of the Board of Directors, the name of the company was changed May 7, 1853, to *Logansport and Pacific Railway Company*, which was changed September 12, 1854, to *Logansport, Peoria and Burlington Railway Company*, and this again June 11, 1858, to Toledo, Logansport and Burlington Railroad Company. The road was built in 1859, and opened for business January 1, 1860.

Default having been made in the payment of interest on the mortgage bonds issued by this company, in December, 1860, suit of foreclosure was commenced by holders of the second mortgage bonds, but by an agreement with the stockholders and creditors a new organization was formed, by which the second mortgage bonds were capitalized as preferred stock, issuing common stock for that issued by the old company, and paying off the floating debt, the new company filing certified copy of its articles of association and

reorganization with the Secretary of State of Indiana, September 25, 1862, which recited that pursuant to a decree of foreclosure granted by the United States Circuit Court for the District of Indiana May 29, 1862, on the 10th of July, 1862, the railroad of the Toledo, Logansport and Burlington Railroad Company, extending from Logansport westward, through the counties of Cass, White, Jasper and Newton, to the west line of the State of Indiana, with all appurtenances, franchises, etc., were sold at public auction, and the same were purchased by certain persons named, through their trustee; and that said trustee, in discharge of his said trust, conveyed said property and franchises on the 31st of July, 1862; and that said purchasers did, on the 22d day of September, 1862, constitute themselves a corporation, by the name of the *Toledo, Logansport and Burlington Railway Company*, organizing under the original charter, with all the rights, etc., of said original company.

Under an agreement of December 4, 1867, subsequently ratified by stockholders of the companies parties thereto, the Columbus and Indiana Central Railway Company, of Ohio and Indiana, and the Chicago and Great Eastern Railway Company, of Indiana and Illinois, consolidated under the corporate name of the *Columbus, Chicago and Indiana Central Railway Company*, filing certificates as follows: In office of Secretary of State of Ohio February 12, 1868 (Record of Corporations No. 5, p. 51), with Secretary of State of Indiana February 12, 1868, and with Secretary of State of Illinois February 11, 1868.

The Chicago and Great Eastern Railway Company, party to said consolidation, was the result of several previous consolidations, embracing four original corporations:

First The Galena and Illinois River Railroad Company, incorporated February 18, 1857, by the State of Illinois, with power to construct a road from Galena to a point to be located in township 35 E., R. 13 of third principal meridian, and authorized to consolidate with other companies in Illinois or other States. This company only built a road from boundary line between Illinois and Indiana to Chicago, twenty-seven and one-half miles.

Second. The Chicago and Great Eastern Railway Company, which was incorporated under the laws of Indiana (certificate filed with the Indiana Secretary of State June 19, 1863), to construct a road from Logansport northwesterly, through the counties of Cass, Pulaski, Stark, La Porte, Porter and Lake, to the eastern boundary line of Illinois, about eighty-six miles.

Third. A consolidation of these two companies was effected under acts of the Indiana Legislature, February 23, 1853 (G. and H. Statutes of Indiana, Vol. 1, p. 526), and of Illinois, February 28, 1854 (Laws of Illinois, 1854, p. 9), assuming the name of the latter, the *Chicago and Great Eastern Railway Company*, thus forming a continuous line from Logansport to Chicago. Certificates thereof were filed October 30, 1863, with the respective Secretaries of State of Indiana and Illinois.

Fourth. The Chicago and Cincinnati Railroad Company was organized, filing certified copy of articles of association with the Secretary of State of Indiana September 25, 1857, to construct a road from Logansport to a point on the Pittsburgh, Fort Wayne and Chicago Railway, at or near Valparaiso.

Fifth. By agreement dated January 25, 1865, under the laws of Illinois and Indiana, the Chicago and Great Eastern Railway Company, of Illinois and Indiana, and the Chicago and Cincinnati Railroad Company formed a consolidated company, retaining as its corporate name the *Chicago and Great Eastern Railway Company*. (Articles filed with the Secretary of State of Indiana July 1, 1867.)

Sixth. July 10, 1860, was filed with the Secretary of State of Indiana certificate of organization of the Cincinnati and Chicago Air Line Railroad Company, formed by

parties who, under the decree of the United States Circuit Court of Indiana for foreclosure of mortgage, purchased April 28, 1860, at a sale by public auction, the Cincinnati, Logansport and Chicago Railway, extending from Richmond to Logansport.

Seventh. This last named company was consolidated January 25, 1865, under the laws of Illinois and Indiana, with the Chicago and Great Eastern Railway Company, the consolidated company assuming as its corporate name the Chicago and Great Eastern Railway Company. This company, under agreement of December 4, 1867, subsequently approved by vote of its stockholders—articles filed in the office of the Secretary of State of Ohio February 12, 1868 (Record of Corporations No. 5, p. 51), filed with the Secretary of Indiana February 12, and of Illinois February 11—with the Columbus and Indiana Central Railway Company, of Ohio and Indiana, became consolidated, the new company taking the name of the *Columbus, Chicago and Indiana Central Railway Company*.

January 22, 1869, this—the Columbus, Chicago and Indiana Central Railway—company entered into a contract, to take effect February 1, 1869, whereby it leased its entire railway, with all its property, appurtenances, equipments, franchises, etc., etc., for the term of ninety-nine years, renewable forever, assigning all its contracts to the Pittsburgh, Cincinnati and St. Louis Railway Company and the Pennsylvania Railroad Company, the latter guaranteeing the faithful performance of the covenants and agreements made by the Pittsburgh, Cincinnati and St. Louis Railway Company.

Lessee to keep, maintain and preserve said road in good working condition as a first-class railroad; to maintain in good repair and condition all its rolling-stock, fixtures, etc., during the term of the lease, and to pay 30 per cent. of the surplus remaining of the gross earnings, after paying from the same all taxes and assessments on the property thereby demised, to the lessor, for the payment of interest on its bonded indebtedness; said lessee guaranteeing the payment of said interest, should the said 30 per cent. prove insufficient.

The lessee also agrees to provide an annual sinking fund, as required of the Columbus, Chicago and Indiana Central Railway Company, for the purpose of redeeming its bonds.

Since the date named, the road has been operated by the Pittsburgh, Cincinnati and St. Louis Railway Company as part of its line.

COLUMBUS AND HOCKING VALLEY RAILROAD COMPANY.

This company, originally the *Mineral Railroad Company*, filed its certificate of organization under that name in the office of Secretary of State of Ohio, April 14, 1864, for the purpose of constructing a road from Columbus to Athens.

June 26, 1867, by decree of the Common Pleas Court of Franklin county—copy filed in the office of the Secretary of State July 1, 1867—the name of the company was changed to "*The Columbus and Hocking Valley Railroad Company*."

A branch from Logan, on the main line, to New Straitsville, Perry county, thirteen miles, was built under authority of the general law of May 1, 1852, and the amended 4th section thereof passed March 8, 1865. (62 O. L., 37.)

COLUMBUS, SPRINGFIELD AND CINCINNATI RAILROAD COMPANY.

March 2, 1846, an act was passed incorporating the *Springfield and Columbus Railroad Company* (44 O. L., 271), which, with amendatory act of February 24, 1848 (46 O. L., 259), was repealed by act of February 16, 1849, incorporating a company under the same name (47 O. L., 150), with power to construct a road from Springfield eastwardly to Colum-

bus, or to intersect the Columbus and Xenia Railroad at London, the company to have all the rights, privileges, etc., and be subject to all the restrictions provided for in the act regulating railroads passed February 11, 1818 (46 O. L., 40), except that it may organize by the election of directors, as provided by the 7th section of said act, as soon as \$20,000 are subscribed. Under this charter the road was constructed from Springfield to London, 20 miles.

June 1, 1854, the road was leased to the Mad River and Lake Erie (now Cincinnati, Sandusky and Cleveland) Railroad Company for the term of fifteen years, the lessee to stock and run the road, paying out of the proceeds, first, the operating expenses; second, interest on \$150,000 bonds outstanding of the Springfield and Columbus Company, and the balance, if any, to the lessor; but the net earnings of the road under the lease being insufficient to pay interest on the bonds, a suit was commenced January 2, 1865, in the United States Circuit Court for the Southern District of Ohio, by Jacob W. Pierce, for foreclosure of the mortgage and sale of the road. Under proceedings had in the case, a decree was issued February 5, 1868, for appraisement and sale of the road, appurtenances, fixtures and entire property, with all the rights and privileges of the said Springfield and Columbus Railroad Company.

At a sale made in pursuance of said order and decree May 8, 1868, by the United States Marshal, the road and property were purchased by Jacob W. Pierce for the sum of \$100,000. June 19, 1868, the sale was duly confirmed by the court, and a deed ordered to be made to the purchaser, which was accordingly executed and delivered June 22d following.

May 7, 1869, the *Columbus, Springfield and Cincinnati Railroad Company* was incorporated by filing in the office of the Secretary of State (Record of Corporation No. 6, p. 325) its certificate of organization to build a railroad from Columbus to Springfield, passing through the counties of Franklin, Madison and Clarke.

September 4, 1869, Jacob W. Pierce and wife executed and delivered a deed conveying to this company the railroad and property of the Springfield and Columbus Railroad Company purchased by him as heretofore stated, the consideration being 5,000 shares (\$250,000) of paid up stock in the Columbus, Springfield and Cincinnati Railroad Company.

June 28, 1870, this company entered into a contract whereby it leased its entire road, property and rights to the Cincinnati, Sandusky and Cleveland Railroad Company for a term of ninety-nine years, to take effect July 1, 1870, renewable forever, the lessor to construct and complete for use its line of road between London and Columbus by September 1, 1871, and to have that part of its line between Springfield and London in complete repair, so that regular trains could be run from Springfield to Columbus; the lessor to have the privilege of issuing coupon bonds, secured by deed of trust or mortgage on the road and property, to the amount of \$1,100,000, and to keep and maintain its corporate existence and organization, in order to protect the lessee in the quiet possession of the demised premises. The lessee to maintain, use and operate the road from Springfield to Columbus, make such improvements, etc., as the business may require, pay all operating expenses, all damages by loss or injury to persons or property, all taxes and assessments; and to so conduct and manage the road as to increase and develop the local business, and in connection with other lines to give said road such share of the general through business of the country as its locality, etc., will permit, earnings from that source to be divided pro rata in proportion to length of line traversed by each company.

The contract provided for a rental to be paid until such time as the road shall be

completed and placed in possession of the lessee, and from that date, in equal quarterly payments, of 40 per cent. of the gross earnings and income of the road between Springfield and Columbus, until the aggregate sum thus to be paid shall exceed \$120,000, when the lessee shall only be entitled to receive 50 per cent. of such excess—the lessee guaranteeing that the annual payment shall not be less than \$80,000.

The road is operated by the Cincinnati, Sandusky and Cleveland Railroad Company, and is a part of its line from Columbus, via Springfield, to Sandusky, 173½ miles.

COLUMBUS AND TOLEDO RAILROAD COMPANY.

This company filed the certificate of its incorporation with the Secretary of State May 28, 1872, to construct a road from Columbus, via Marion, to Toledo, 121.70 miles by the route adopted and surveyed.

By annual report made June 30 no part of the line has been graded—the expenditures are mainly for civil engineering and depot grounds at Toledo. The company are preparing to push the completion vigorously the ensuing year.

COLUMBUS AND XENIA RAILROAD COMPANY.

This company was chartered March 12, 1844 (42 O. L., 194), with power to construct and maintain a railroad from Columbus to Xenia.

Under the authority of the charter, the amendments thereto of March 8, 1845 (43 O. L., 309), of February 23, 1846 (44 O. L., 157), and the various acts authorizing the company to borrow money, and the counties and towns on its line to subscribe to its capital stock, the road was constructed between the points named, 54.42 miles, and opened for business February, 1850.

By act of February 4, 1848 (46 O. L., 79), the company was authorized to construct a road from Columbus to Delaware, and to extend its road to Dayton by act of March 21, 1850. (48 O. L., 264.)

November 30, 1853, the company entered into a partnership or union contract with the Little Miami Railroad Company, their roads to be run and worked as one line, under the care and direction of one superintendent, to be appointed by concurrent action of the boards of directors of the respective companies, and subject to the direction of a joint committee composed of two members from each board. All the current expenses of the two companies, and of each of them, of every sort, including working and maintenance of roads, machinery, rolling stock, structures, etc., and all the current interest becoming due by either company on its bonds or other debts to be paid out of the gross earnings of the two companies; the directors thereof also to set apart and appropriate such portion of said gross earnings as they may mutually deem required for the purpose of keeping up the respective roads in good repair and condition, or as a sinking fund for the future payment of debts, the residue of said gross earnings to be applied, first, to the payment of dividends of the two companies, which shall at all times be the same, or an equal per cent. on the stock of each company, and shall be made by the concurrent action of the two boards of directors—no dividend to be made by either company without a like one by the other company. After paying such dividends, the surplus, if any, to be divided between the two companies, or otherwise disposed of by concurrent action of the two boards, from time to time.

Equipments of every description belonging to the parties, and all purchased or acquired for the use of the two roads, to be owned and held in common, each owning in the same proportion as its capital stock bears to the aggregate capital of both companies.

No real estate to be purchased, construction accounts increased, nor contract or debt created by either company, except by consent of the joint committee before named, as provided for, or of the two boards of directors.

The capital of either company not to be increased beyond the amounts fixed by charter and amendments—that is, \$3,000,000 for the Little Miami, and \$1,500,000 for the Columbus and Xenia Company—without the consent of the other company, but at liberty, and within said limits, may increase its capital so as to bear the same proportion to the other as the amounts in their charters above named.

All the earnings and income of each road from any source whatever, arising or accruing to either company, to be added to, and go to make up, the gross earnings of said roads.

January 1, 1865, the two companies, in conjunction, leased the Dayton and Western Railroad—from Dayton to Indiana State line—and the interest of the Dayton and Western Railroad Company in the Richmond and Miami Railway, from the State line to Richmond, Indiana, for the term of ninety-nine years, renewable forever, with all the property, appurtenances and privileges appertaining, except certain leased premises in Dayton, the shop, machinery, etc. Lease was made, subject to an agreement of lease between the Dayton and Western and the Dayton and Union Railroad Companies, dated January 14, 1863, for the use by the latter in common of the track between Dayton and Dodson, upon certain specified terms and a yearly rental of \$8,000; to a contract with the Cincinnati, Hamilton and Dayton Railroad Company relating to the joint use of tracks of the two companies in Dayton and the bridge over the Great Miami river. The conditions and stipulations of the same, and of the lease by the Dayton and Western Company of the Richmond and Miami Railway hereby assigned, are accepted and assumed by the lessees, who agree to carry out and fulfill all of said agreements.

The Dayton and Western Company agrees to procure a majority of the capital stock of the company held by individuals, not less than \$155,000 in the aggregate, to be transferred to the said lessees.

The lease was made subject to a deed of trust, dated November 1, 1864, made to J. R. Swan, trustee, to secure payment of 738 bonds of \$1,000 each, payable January 1, 1895, the semi-annual interest of which, amounting to \$23,515, the lessees assumed as the rental to be paid for said property; also agreeing to indorse and guarantee the payment of the principal and interest of said bonds. And upon payment of the principal and interest of said 738 bonds, the Dayton and Western Railroad Company agrees to convey in fee simple to said lessees the railroad and property hereby leased.

February 4, 1865, the Little Miami and Columbus and Xenia Railroad Companies purchased, under judicial proceedings, the Dayton, Xenia and Belpre Railroad, extending from Xenia to Dayton, 16 miles, paying therefor \$415,000.

November 30, 1868, the partnership under the union contract of November 30, 1853, was dissolved, the Little Miami Railroad Company agreeing to take and work, at its own risk and expense, the line of road of this company, and the roads owned and leased jointly by the two companies, with their appendages, and also take the joint property, goods and chattels, rights, credits, moneys and effects of the two companies, and assume and pay all the partnership and other debts and liabilities of each, except the principal of the mortgage debt of this company, and pay annually, in quarterly payments, such a rental, free of all taxes, assessments, etc., as that the stockholders of this company shall receive a dividend of 7 per cent. per annum, net, on its capital stock of \$1,786,200; provided, however, that there may be retained out of such quarterly payments of said rental so much as will be equal to one-fourth of 7 per cent. on the amount of the said capital

stock owned and held by said lessee, and so appearing upon the stock books, the amount thus withheld to be accounted for by this company, when settling with said lessee for any dividend which may be declared upon the said stock so owned by that company; and in event of contingency specified, pay an amount not exceeding 1 per cent. per annum, net, in addition. It being understood that the dividends, if any, to the stockholders of the Little Miami Company shall be declared semi-annually, at the meeting of its board of directors, held in the week preceding the last Monday of May and November in each year, its capital stock being \$3,572,400, and the lessee covenanting not to declare any dividend to its stockholders except from net income and profits accrued or accruing before the time fixed for the payment of such dividend; in consideration whereof this company leases all its right, title and estate therein for the term of ninety-nine years, renewable forever; the property thus conveyed being subject to all liens, rents and covenants heretofore made by the first and second parties, or either of them, covenanting only that the lessee shall enjoy the same without interruption or molestation from this company or its successors so long as the said lessee, its successors and assigns, keep and perform the covenants and stipulations hereby provided. This company to cancel \$195,000 of unissued bonds authorized by the mortgage securing its bonded debt, leaving the amount negotiated and issued \$302,000, and covenanting not to create any new debt or liability, except to meet any defalcation of lessee in paying debts or liabilities assumed by this agreement.

This company, within a reasonable time before maturity of its said outstanding mortgage bonds, shall, at the request and expense of the lessee, make, execute and deliver to trustees new 7 per cent. coupon mortgage bonds of the same tenor and amount (\$302,000) as now outstanding, payable ninety years from September 1, 1890, with interest payable semi-annually, executing and delivering a mortgage or trust deed to secure the same on the Columbus and Xenia Railroad and its appurtenances, of like tenor as the existing mortgage, which shall take precedence of this lease, and have a prior lien thereto on said demised premises.

The second party, at its own expense, to cancel and retire said outstanding mortgage bonds with and by the new ones, this company not being entitled to any of the premiums or chargeable with any losses or expenses accruing thereby. The interest on said mortgage bonds now existing or hereafter to be issued shall be paid by the said lessee.

This company reserves for the use of its treasurer the office room, vault, safes, furniture and stationery now in its possession, free of charge, and covenants to keep up and maintain its corporate organization, the Little Miami Company agreeing to pay the expenses thereof, the salary of the treasurer, and other current expenses, not to exceed the sum of \$2,500 per annum.

December 1, 1869, the Little Miami Railroad Company leased its entire line and branches, equipment, etc., to the Pittsburgh, Cincinnati and St. Louis Railway Company, and the same is now operated by that company as the "Little Miami Division" of its railway.

DAYTON AND MICHIGAN RAILROAD COMPANY.

This company was chartered March 5, 1851 (49 O. L., 440), with authority to construct a railroad, commencing at or near Dayton, via Sidney, Shelby county, Lima, Allen county, and Toledo, to a point on the Michigan State line, in the direction of Detroit; and in accordance therewith the road was built from Dayton to Toledo, 140½ miles.

May 1, 1863, the road, property, etc., of the company, including its rights and interest

in a contract with the Cleveland and Toledo Railroad Company for the right of way over and use of bridge, its approaches, etc., across the Maumee River at Toledo, and in contract with the Michigan Southern and Northern Indiana Railroad Company for joint use of certain tracks, depot grounds and passenger and engine-houses, passed, under a perpetual lease, into the hands of the Cincinnati, Hamilton and Dayton Railroad Company, the lessee assuming the various contracts of the lessor for elevator, warehouse and other privileges, and to hold, maintain and operate the line as a railroad, in connection with its own, as a through line, the same as if actually demised to it by the Dayton and Michigan Railroad Company.

As consideration, the lessee, after paying taxes, current running expenses, construction and repairs, to pay accruing and past due interest on the mortgage bonds of the Dayton and Michigan Company, and for such additional rolling stock as increased business of the road may require; any balance of earnings to go to said company, to be applied as may be required by its board of directors.

The lessee also to guarantee by indorsement on the bonds the punctual semi-annual payment of the interest coupons attached to \$3,000,000 of the mortgage bonds of the said Dayton and Michigan Railroad Company.

The foregoing lease was modified June 23, 1870, by providing for the payment by lessee of all debts and liabilities of the Dayton and Michigan Railroad Company, including the obligation to provide and set apart sinking funds for the final payment of its several issues of mortgage bonds; authorizing the issue by the Dayton and Michigan Company, with consent of lessee, of preferred stock or other securities to be used in exchange for or payment of its present outstanding mortgage bonds, in such manner as to protect the unpreferred stockholders; providing for payment by lessee of dividends or interest thereon, and also a dividend of $3\frac{1}{2}$ per cent. per annum, in semi-annual payments, on the unpreferred stock of said Dayton and Michigan Company, etc., in addition to provisions to better protect the interests of the parties to the lease.

The line has been operated since date of lease by the Cincinnati, Hamilton and Dayton Company.

DAYTON AND UNION RAILROAD COMPANY.

February 26, 1846 (44 O. L., 189), the *Greenville and Miami Railroad Company* was chartered, with authority to construct a railroad from Greenville to a point on the Dayton and Western Railroad, or on the Miami or Miami Extension Canal, to be determined by the directors. By amendatory act of March 23, 1850 (48 O. L., 311), the company was authorized to extend said railroad from Greenville westwardly to the Indiana State line.

Under the charter and amendments thereto the road was built from Dayton, via Greenville, to Union City; but the company failing to meet its liabilities, August 16, 1861, George S. Coe, as trustee for holders of mortgage bonds of the company, filed a petition in the Circuit Court of the United States for the Southern District of Ohio for the foreclosure of the mortgage and sale of the road. During the progress of the suit, on the 16th of September, 1862, there was filed an agreement for the sale and capitalization of interests, as authorized by act of April 11, 1861 (58 O. L., 70), by which trustees were named and appointed to carry out the objects thereof. Under the further proceedings had in the case the said railroad was sold October 30, 1862, including right of way and all property and rights of every kind appertaining, to the said trustees for the sum of \$1,000, subject to the first mortgage thereon of \$150,000.

January 5, 1863, this sale was approved and confirmed by the court, and it further ordered the master commissioner in said case to make and deliver to said purchaser a deed for the premises thus sold, which was duly complied with.

Under the provisions of the act heretofore named of April 11, 1861, on the 8th of January, 1863, the Greenville and Miami Railroad Company was reorganized, assuming the name of the *Dayton and Union Railroad Company*. Certificate filed in the office of the Secretary of State January 19, 1863. (Record of Corporations No. 2, p. 143.)

January 14, 1863, this company leased from the Dayton and Western Railroad Company the permanent use, in common with the latter company, of its line of road between Dayton and Dodson, the use by this company to be subordinate to the necessary use thereof by the lessor, and for said use, etc., agreeing to pay the sum of \$8,000 yearly, in monthly installments; conditioning that when the gross receipts of the Dayton and Union Railroad shall exceed \$100,000 per annum, the compensation for the use of track to be increased at the rate of ten per cent. on all of said excess.

Subsequently this company took up and sold the iron and superstructure of its road between Dayton and Dodson, the track of which ran parallel with that leased from the Dayton and Western Company.

The road was transferred December 23, 1871, to a trustee and is still held and operated under the trusteeship.

DAYTON AND WESTERN RAILROAD COMPANY.

This company was chartered February 14, 1846 (44 O. L., 93), to construct a road from Dayton to a point on the State line between Ohio and Indiana to be selected by the directors. Construction was commenced in July, 1848, and the road opened for business October 11, 1853, from Dayton to State line, 38 miles.

January 14, 1863, the company leased to the Dayton and Union Railroad Company the permanent use in common of its track from Dayton to Dodson, 15 miles, subordinate to the necessary use of the same by the lessor, for the sum of \$8,000 yearly, payable in monthly installments, to be supplemented, when the gross earnings of the Dayton and Union Railroad shall exceed \$100,000 per annum, by ten per cent. on all such excess.

Under date of February 4, 1865, the company leased from the Richmond and Miami Railway Company of Indiana, for ninety-nine years from January 1, 1865, renewable forever, the entire control of its road, right of way, buildings, etc., from its western terminus on the line dividing the States of Ohio and Indiana, to the point of junction or switch where its said road diverges and runs to Eaton and Hamilton; also the use of the remaining portion to its western terminus in the city of Richmond, three miles in all, for the semi-annual payment of \$2,750, payable each first of January and July.

February 4, 1865, the company entered into an agreement to lease to the Little Miami and Columbus and Xenia Railroad Companies, for ninety-nine years from January 1, 1865, renewable forever, its road, property and privileges, excepting certain leased premises and other property in Dayton, the shop, machinery, tools, etc., and providing that a contract between the Dayton and Western and Columbus and Xenia Companies of March 12, 1863, be surrendered and settled up to the above date.

The lease was made subject to a contract of lease between the Dayton and Western and Dayton and Union Railroad Companies of January 14, 1863, by which the latter have the use of the Dayton and Western track from Dayton to Dodson.

Also, of a contract dated May 26, 1864, between the Dayton and Western and Cincinnati, Hamilton and Dayton Railroad Companies, relating to the joint use of tracks of the two said companies in Dayton and the bridge over the Great Miami river.

The lease of the Richmond and Miami Railway was also transferred and assigned, the lessees assuming all the stipulations and conditions of the several named contracts of

the Dayton and Western Company, and agreeing to carry out the several provisions thereof.

The Dayton and Western Company agreed to procure to be transferred to the lessees a majority of its capital stock, not less than \$155,000 in the aggregate.

The lease was made subject to a deed of trust dated November 1, 1864, to secure the payment of \$738,000, bonds of the Dayton and Western Railroad Company, due and payable January 1, 1895, the lessees assuming payment of the semi-annual interest thereon as rental for said property, and also agreeing to indorse and guarantee the payment of the principal and interest of said bonds, the Dayton and Western Company agreeing, upon the full payment thereof and the interest thereon, to convey in fee simple to the said lessees the railroad and property thereby leased.

The foregoing contract for lease was duly approved and ratified by a majority of the stockholders of each company party thereto.

The Columbus and Xenia Company assigned its interest in the foregoing lease to the Little Miami Railroad Company, to take effect December 1, 1868, and it was transferred by that company, together with its own and other leased lines, to the Pittsburgh, Cincinnati and St. Louis Railway Company, taking effect December 1, 1869, and the road since that time has been operated by that company, in connection with its own and other leased lines.

DAYTON, XENIA AND BELPRE RAILROAD.

The Dayton, Xenia and Belpre Railroad Company was chartered February 19, 1851 (49 O. L., 432), authorized to construct a railroad from Dayton to Xenia, and thence to intersect with the Belpre and Cincinnati Railroad, in Highland county. Work was commenced in 1852, but only sixteen miles of road was built—Dayton to Xenia. The company became financially embarrassed, and February 4, 1865, the road was sold under a decree of foreclosure to the Little Miami and Columbus and Xenia Railroad Companies, they paying therefor the sum of \$415,000. The road is now a part of the lines leased to and operated by the Pittsburgh, Cincinnati and St. Louis Railway Company.

GALLIPOLIS, McARTHUR AND COLUMBUS RAILROAD COMPANY.

This company filed its certificate of incorporation with the Secretary of State March 3, 1870, for the purpose of constructing a railroad from Gallipolis, via McArthur, to Logan, passing through the counties of Gallia, Jackson, Vinton and Hocking, 62 miles. The annual report made to the Commissioner, June 30, 1874, shows some progress during the year, about 43 miles being now graded. The company has also acquired the Vinton Furnace Railroad, 2.34 miles, extending from Vinton Furnace to Vinton Station, on the Marietta and Cincinnati Railroad.

No bonded debt has been created, the expenditures having been made from subscriptions to capital stock along the line.

HARRISON BRANCH RAILROAD COMPANY.

The Harrison Branch Railroad, from Valley Junction to Harrison, seven miles, all in Hamilton county, was built by individuals acting as a partnership, and leased by them to the Cincinnati and Indiana Railroad Company, who operated it as a branch, subsequently transferring it, in connection with its own road, to the Indianapolis, Cincinnati and Lafayette Railroad Company, who retained possession until May 1, 1871, when, as

the result of a suit at law, the owners obtained possession, and re-leased it to the White-water Valley Railroad Company, who now operate it as a part of its line, as rental paying \$16,000 per year, keeping the road in repair and paying all taxes. The Harrison Branch Railroad Company filed its certificate of incorporation with the Secretary of State December 6, 1871.

IRON RAILROAD COMPANY.

This company was chartered March 7, 1849 (47 O. L., 160), section 3 providing that "said company shall have all the powers and be subject to all the restrictions and provisions of the act regulating railroad companies," passed February 11, 1848 (46 O. L., 40, and S. & C., 271), with authority to construct a railroad from a point on the Ohio river, in Lawrence county, to the south line of Jackson county, with the right of continuing to the line of the Belpre and Cincinnati (now Marietta and Cincinnati) Railroad. That part of the road built, main line, 12 $\frac{3}{4}$ miles, and two short branches, a total of 16 $\frac{1}{2}$ miles, is all in Lawrence county.

LAKE ERIE AND LOUISVILLE RAILWAY COMPANY.

The Fremont and Indiana Railroad Company filed its certificate of organization in office of Secretary of State of Ohio April 25, 1853 (Record of Corporations, No. 1, p. 80), to build a road from Fremont, via Rome, Seneca county, and Findlay, Hancock county, to the west line of the State of Ohio in Darke county. The company proceeded to construct and open the road for traffic from Fremont to Findlay, thirty-seven miles, nearly completing the line to Lima, but becoming insolvent, suit was brought by the bondholders for foreclosure of mortgage and sale of the road. In December, 1861, the road was sold at judicial sale and purchased by creditors, who organized a new company, assuming the name of Fremont, Lima and Union Railroad Company. Certificate filed in office of Secretary of State January 21, 1861. (Record of Corporations, No. 2, p. 103.) This company adopted the route and termini of the Fremont and Indiana Railroad Company, and procured a conveyance of the road constructed by it from the purchasers at judicial sale. February 4, 1865, this company and the Lake Erie and Pacific Railroad Company, of Indiana, filed with the Secretaries of State of Ohio (Record of Corporations, No. 2, p. 439), and Indiana articles of agreement for a consolidation of the two companies under the name of Lake Erie and Louisville Railroad Company; the stockholders of the Lake Erie and Pacific Company to receive, on surrender of their stock, certificates for an equal amount in the consolidated company, the stockholders of the Fremont, Lima and Union Company to receive, in exchange for surrender of its stock held by them, stock certificates for the amount, with an addition of sixty per cent. thereto, from the consolidated company to equalize the stock represented by the two companies. This agreement was ratified by the stockholders of the Fremont, Lima and Union Railroad Company January 14th, and by those of the Lake Erie and Pacific January 13, 1865.

The Lake Erie and Pacific Railroad Company, the other party to said consolidation, was incorporated under the laws of Indiana, filing its articles of association with the Secretary of State thereof October 6, 1860, to build a road from Rushville, Rush county, to a point on the east line of the county of Randolph, at or near Union, at the southwest terminus of the Fremont and Indiana Railroad, about sixty miles. August 28, 1866, the consolidated (Lake Erie and Louisville) company entered into an agreement whereby the Cincinnati and Indianapolis Central Railway and the Jeffersonville, Madison and Indianapolis Railroad Companies contracted to construct and operate that part of this

company's line of road from Cambridge City to Rushville, twenty and three-fourths miles, upon the basis of an estimate made by the engineer of the Lake Erie and Louisville Company of \$300,000, exclusive of cost of right of way, fencing and gravel bank to be added; the Cincinnati and Indianapolis Central and the Jeffersonville, Madison and Indianapolis Companies to advance such amount of money—estimated at \$30,000—as should be adequate to liquidate the liabilities and incumbrances upon that portion of the road undertaken to be constructed; the proceeds of all subscriptions to the Lake Erie and Louisville Company's stock or otherwise, made to apply to that part of the line, the same being estimated at \$20,000, together with proceeds of any donation or bonus procured along the line of said portion in aid of its construction, to be applied to the payment or reduction of said advance; and this company, in payment for said construction and advance, to issue and deliver to the two companies contracting, as the work progressed or when completed, its bond, secured by mortgage on that part of the road to be so completed, for the amount of said estimate, bearing 7 per cent interest, payable half-yearly, the principal due January 1, 1900 and when completed they to be entitled to its exclusive possession and use, to keep the same in good repair and pay all taxes thereon; provided, that upon completion by this company of its road northwardly to Union City it shall have the right to run its trains over that part built by said companies, on terms to be agreed upon between the parties.

On completion of its road to Union City as aforesaid, this company shall at any time have the right to liquidate and satisfy its indebtedness to said companies, by paying them the par value of the principal of the bonds which they may hold or control as owners in their own right; and upon such payment, surrender to be made to this company of the free and full possession of said part of the road in good repair and condition, and unincumbered by any liens created or suffered by said companies, but upon such change of possession they to have the right to run their trains over the same, on just and reasonable terms to be agreed upon.

During the possession and use by said companies of the road to be constructed, after its completion, they jointly and severally agree to pay the interest accruing upon the bonds of this company issued to them, and indemnify it against any interest which may accrue thereon prior to the completion of the work.

Under this agreement the portion of road designated was built, and is used by the two contracting companies.

In March, 1862, the Fremont, Lima and Union Railroad Company made a mortgage to N. A. Cowdrey, of New York, on all its road, to secure bonds to the amount of \$500,000, on which interest was due and unpaid since January, 1863.

In December, 1866, the Lake Erie and Louisville Railroad Company made a mortgage on that part of its road between Union City and Cambridge City, Indiana, to George T. M. Davis, of New York, to secure bonds to the amount of \$700,000, but only \$90,000 of said bonds were negotiated. On fifty-eight of said bonds interest was due and unpaid since July 1, 1870, and on thirty-two thereof since January 1, 1871.

On the 29th day of March, 1871, said trustees filed their joint bill to foreclose said mortgages in the Circuit Court of the United States for the Northern District of Ohio, and soon thereafter filed auxiliary bill in the Circuit Court of the United States for the District of Indiana; and afterwards, on the 4th day of April, 1871, the Circuit Court of the United States for the Northern District of Ohio appointed L. Q. Rawson receiver, which appointment was soon after made and ratified by the Circuit Court of the United States for the District of Indiana.

On the 31st day of May, 1871, said complainants took a decree of foreclosure in said

Court in Ohio, and on the 1st day of June, 1871, an auxiliary decree in said Court in Indiana.

The road was sold July 27th, 1871, under the decree of foreclosure—sale confirmed October 18th, 1871; but the property was held in charge of a receiver until January 1st, 1872. The purchase was made by trustees for the benefit of all the bondholders. That part of the road located in Ohio, extending from Fremont to Union City, was reorganized under the name of the Fremont, Lima and Union Railway Company, in November, 1871—certificate filed in office of Secretary of State November 4—and the property was deeded to them by the trustees December 26th, 1871. That part of the road located in Indiana was reorganized November 10th, 1871, under name of Lake Erie and Louisville Railway Company, and the two companies were consolidated under the name last given. Articles of agreement filed in office of Secretary of State of Ohio April 12, 1872.

The articles of consolidation provide: 1st. Number of directors, nine; four to be residents of Ohio, two of Indiana, and others of the United States. First election of directors, May 3d, 1872—each share of stock in original companies entitled to one vote; all subsequent elections of directors to be at such time and place as may be prescribed by the by-laws of the board of directors. 2d. Directors to elect president and vice-president from their own number, and appoint a secretary, treasurer, chief engineer and other necessary officers. 3d. Capital stock, \$4,000,000; shares, \$50 each. 4th. Stockholders of original companies, upon surrender of stock certificates therein, entitled to certificates of stock in the consolidated company. 5th. All rights, franchises, privileges, real estate and all other property of original companies shall pass to consolidated company, it assuming all liabilities of original companies.

That part of the Lake Erie and Louisville Railway lying south of Cambridge City, Indiana, was not sold under the decree of foreclosure; and the company has extended its line from Fremont to Sandusky, under act of April 27th, 1872. (69 O. L., 177.) Certificate filed with Secretary of State of Ohio May 17th, 1872.

By the foreclosure in 1871 the bonded debt was all canceled. Since the reorganization a first mortgage was executed for \$2,850,000; a portion of the bonds only issued, and a second mortgage was also executed for \$1,000,000, of which, in pursuance of agreement in purchase of the road after the judicial sale, \$500,000 was issued for the road in Ohio, and \$90,000 for that part in Indiana.

At date of report, June 30, 1873, the road from Fremont to Lima, 67½ miles, was in operation, and September 8 following 20 miles additional, Lima to St. Mary's, was opened for business. From Union City to Cambridge City, Indiana, 30 miles was reported as having been graded June 30, 1874.

April 25, 1874, the road was placed in hands of a receiver, in a suit brought for the foreclosure of the first mortgage

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY

This company, with its line of road owned and operated, is the result of the consolidation of a number of original corporations, and the purchase or lease of the lines of others, in the several States of Michigan, Indiana, Ohio, Illinois, Pennsylvania and New York.

That first in order, the *Erie and Kalamazoo Railroad Company*, was chartered April 22, 1833, by the Territory of Michigan (Territorial Laws of Mich. 1833, page 78)—the present boundary line between Ohio and Michigan not having been established—with authority to construct a railroad from Toledo, Ohio (then known as Port Lawrence), via Adrian, to a point on the Kalamazoo river, but the road was only built from Toledo to Adrian, 33 miles

May 25, 1849, the company leased the road in perpetuity to the Michigan Southern Railroad Company at \$15,000 per annum for first five years (commencing August 1, 1849); \$24,000 per annum for the next five, provided road is completed to Laporte, Indiana; then if railroad connection is made to Chicago by August 1, 1854, the rental for the five years following to be \$27,000 per annum, and at the close of said time (August 1, 1859) to be \$30,000 per annum perpetually, the lessee to pay all taxes in addition to said rental.

The Michigan Southern Railroad Company, of Michigan, the lessee above named, was chartered May 9, 1846 (Michigan Laws, act 1846, page 170), authorized to purchase from the State of Michigan all its right, title and interest in and to the Southern Railroad and appurtenances (which was commenced by the State about 1833, but only finished at time of transfer to the Michigan Southern Railroad Company from Monroe to Hillsdale) for the sum of \$500,000; to construct and maintain said railroad from Monroe to Coldwater and Lake Michigan; also from the Lenawee Junction with the Tecumseh Branch to Jackson; but by subsequent legislation a variation of the western portion of the road was authorized.

The line was completed from Monroe to a point on the southern line of the State toward Chicago, 126 miles, there connecting with the road of the Northern Indiana Railroad Company from Lenawee Junction to Jackson, 42 miles, and from White Pigeon to Constantine, 4 miles; a total of 172 miles.

The Buffalo and Mississippi Railroad Company was chartered February 6, 1835, by the State of Indiana (Local Laws of Ind., 1835, page 16), authorized to construct a railroad from the eastern to the western boundary line of the State. By act of February 6, 1837 (Local Laws of Ind., 1837, page 154), the name of the company was changed to the *Northern Indiana Railroad Company*.

Act February 11, 1843 (Indiana Acts, 1843, page 65), authorizes the construction of a railway from Michigan City to Laporte, or further eastward; and amendatory act of January 15, 1849 (Acts of 1849, page 358), provides for its merger with the Northern Indiana Railroad.

Under authority of the several acts and amendments thereto the road was constructed from the eastern to the western line of the State, 154 miles, and from Elkhart to the northern State line, 17 miles, there connecting with the Michigan Southern Railroad; making a total of 171 miles.

July 11, 1850, the commissioners and directors of the *Northern Indiana Railroad Company* filed with the Secretary of State of Indiana a statement and certificate of organization, assumption of name, etc.

March 3, 1851 (49 O. L., 439), the State of Ohio incorporated "The Northern Indiana Railroad Company," of Ohio, authorized to construct a railroad from Toledo to the State line of Indiana, in Williams county, also from Toledo northward in the direction of Monroe, to connect with any other railroad company then or thereafter incorporated in the States of Indiana or Michigan, and consolidate its capital stock with that of such company. Under authority of this charter the road was constructed between the points named, 67 miles, connecting with the Northern Indiana Railroad, of Indiana, and from Toledo to the northern line of the State, 11 miles, forming a portion of the "Detroit, Monroe and Toledo line," making a total of 78 miles.

July 3, 1853, the Northern Indiana Railroad Companies, of Indiana and Ohio, formed a consolidated company, under the name of the *Northern Indiana Railroad Company*.

November 30, 1850, the Northern Indiana and Chicago Railroad Company filed with the Secretary of State of Illinois articles of association, as provided by act of November 5, 1849 (Laws of Ill., 2d session of 1849, page 18), to construct a railroad south-easterly to

the State line, to intersect the road of the Western Division of the Buffalo and Mississippi Railroad Company. The Company proceeded to build the road between the points named, length 13 miles.

March 27, 1855, articles of consolidation, bearing date February 7, 1855, were filed with the Secretary of State of Illinois by which the Northern Railroad Company, of Ohio and Indiana, the Buffalo and Mississippi Railroad Company, Western Division, of Indiana, and the Northern Indiana and Chicago Railroad Company, of Illinois, were consolidated under the name of the *Northern Indiana Railroad Company*, thus forming a continuous line from Toledo, Ohio, to Chicago, Illinois.

May 1, 1855, articles of agreement dated April 25, 1855, were filed with the Secretary of State of Indiana, by which the Michigan Southern Railroad Company and the Northern Indiana Railroad Company merged and consolidated the stock of their respective companies, and united the two corporations into one, to be known as *The Michigan Southern and Northern Indiana Railroad Company*, the consolidated company having transferred and assigned to it by the parties thereto their several railways and all other property, with the franchises, privileges and immunities of the respective companies, the new company assuming all the debts and liabilities thereof, and to provide for and pay the same.

April 26, 1855, the articles of association of the Detroit, Monroe and Toledo Railroad Company were filed with the Secretary of State of Michigan, for the purpose of constructing a road from Detroit, via Monroe, to the southern boundary line of the State, in Erie township, Monroe county, to connect with the road constructed under the charter granted by the State of Ohio March 3, 1851, to the Northern Indiana Railroad Company.

July 1, 1856, the Detroit, Monroe and Toledo Railroad, being under process of construction, was leased to the Michigan Southern and Northern Indiana Railroad Company upon conditions that said company complete the road connecting Detroit with Toledo, and assume the stock and bonds, with the interest thereon, the road thus completed from Detroit to the State line, at point of intersection aforesaid, being 54 miles.

April 12, 1842, the Erie and North-East Railroad Company, of Pennsylvania, was incorporated (Laws of Penn. 1842, page 267), authorized to build a road from Erie to some point on the east boundary line of the township of North-East, in Erie county. Twenty miles of road was built under this charter and subsequent amendments thereto.

October 13, 1849, the articles of association of the Buffalo and State Line Railroad Company, organized under the provisions of the act of March 27, 1845 (Laws of New York, 1845, chap. 140, p. 221), were filed with the Secretary of State of New York, to construct a railroad from Buffalo to the western State line, to connect with a like road leading through Pennsylvania to Cleveland, Ohio. The length of line built by this company was 62 miles.

March 9, 1867 (Laws of New York, 1867, vol. 1, chap. 66, p. 97), an act was passed authorizing the consolidation of this company with the Erie and North-East Railroad Company, and in pursuance therewith articles of agreement of consolidation of the two companies were filed with the Secretary of State of New York, the new consolidated company taking the name of the *Buffalo and Erie Railroad Company*.

March 2, 1846, the Ohio Legislature passed an act (44 O. L., 284) incorporating the Junction Railroad Company, with authority to construct a railroad from a point to be selected on the Cleveland, Columbus and Cincinnati Railroad, within thirty miles from Cleveland, thence, via Elyria, to intersect the Mad River and Lake Erie Railroad at Bellevue, or such other points as the directors shall choose, and from thence to Fremont; also to construct said road or a branch thereof from Elyria, via Sandusky, to Fremont.

March 7, 1850, the Toledo, Norwalk and Cleveland Railroad Company was incorporated (45 O. L., 316), with power to construct a road from Toledo, via Norwalk, so as to connect with the Cleveland, Columbus and Cincinnati Railroad at or near Wellington, in Lorain county. An amendment of January 20 1851 (49 O. L., 199), authorized the connection with the Cleveland, Columbus and Cincinnati Railroad at any point thereon within the counties of Huron, Lorain and Cuyahoga, with power to extend the road to Cleveland, with or without making such connection, either by agreement with the Cleveland, Columbus and Cincinnati Railroad Company, or by an independent line.

October 6, 1852, the Port Clinton Railroad Company was organized, under the general law of May, 1852, to construct a road from Sandusky, via Port Clinton, to Toledo, and the building of the road was carried forward in the interest of the Junction Railroad Company until July 15, 1853, when, under authority given by their charters, the amendments thereto, and the general act of March 3, 1851 (49 O. L., 94), the *Junction* and the *Toledo, Norwalk and Cleveland Railroad* Companies were consolidated, to take effect September 1, 1853, under the name of the *Cleveland and Toledo Railroad Company*.

At that date neither company had completed its line of road, some portions of the consolidated line remaining to be constructed. One provision of the agreement of consolidation was, that the Cleveland and Toledo Railroad Company should occupy, construct, and assume the railroad of the Port Clinton Railroad Company, and accordingly, October 28, 1853, a lease was executed by the last named company devising to the said Cleveland and Toledo Railroad Company, for the term of 99 years, renewable forever, the use and enjoyment of its road and franchises; in consideration thereof, the latter company to pay the taxes, assume the debts, finish the road—so operating and managing the same as not to forfeit said franchises and corporate rights of the Port Clinton Railroad Company—and also to pay to its stockholders on payment of their subscriptions such dividends as the holder of a like amount of stock in the Cleveland and Toledo Railroad would be entitled to receive.

The road constructed under above named charters, and by the consolidated Cleveland and Toledo Railroad Company now operated, extends from Cleveland to Toledo, 113 miles; Elyria to Sandusky, 35, and from Clay Junction to Oak Harbor, 15; a total of 163 miles.

In accordance with the provisions and by authority of an act passed, approved April 27, 1844, by the Legislature of Pennsylvania (Laws of Penna., 1844, p. 471), the Governor issued a charter May 21, 1844, to and incorporating the Franklin Canal Company, and providing that the Franklin division of the Pennsylvania Canal, from the aqueduct over French Creek, on French Creek Feeder, to the mouth of said creek, shall be vested in the company, prescribing to it certain duties, etc., and providing for the resumption by the Commonwealth of said canal under stipulated conditions.

An act was passed (Laws of Penna. of 1849, appendix, p. 765, approved April 9, 1849, giving the company authority to construct a railroad, if deemed most expedient, and to use the grading line or towing-path of said canal as the bed of said road; providing that if the company shall increase its capital stock to the amount of \$500,000 it shall have the privilege of extending from the north end to Lake Erie and from the south end to Pittsburgh. Such road, if built, to be subject to provisions and restrictions of "act regulating railroad companies," passed February 19, 1849. (Laws of Penna., 1849, p. 79.)

In accordance therewith the company regularly organized July 5, 1849, increased its capital stock to the sum specified, and caused an independent line for the road between Erie and the west line of the State to be surveyed, located and constructed, running par-

allel to the lake shore, forming a portion of a line from Erie to Cleveland, designated the "*Erie and Cleveland Railroad*," 25½ miles in length.

The Legislature of Pennsylvania passed an act, approved January 23, 1854 (Laws of Penna., 1854, p. 18), which—on the grounds that in building said railroad the company had acted without authority, and transcended its corporate powers—forever rescinded and utterly annulled all the rights and privileges theretofore granted to said Franklin Canal Company, and provided for the taking possession of the road, and appointment of suitable persons to superintend the operation thereof by the Governor.

The Legislature of Ohio passed, February 18, 1843 (46 O. L. 184), an act incorporating the *Cleveland, Painesville and Ashtabula Railroad Company*, subject to the provisions and restrictions of the "act regulating railroad companies," passed February 11, 1848 (46 O. L., 40), with authority to construct a railroad from Cleveland, via Painesville, through Ashtabula county to some point on the Pennsylvania State line, in said county of Ashtabula, with power to connect with any railroad incorporated by the State of Pennsylvania, and to continue the road into said State to any point authorized by its General Assembly.

Under this charter the company constructed a road from Cleveland to said State line, 70 miles.

The Legislature of Pennsylvania passed an act, approved May 5, 1854 (Laws of Penna., 1854, p. 583), authorizing the Cleveland, Painesville and Ashtabula Railroad Company, under its act of incorporation and the supplemental act of December 10, 1850 (49 O. L., 489), to construct and use a railroad between the city of Erie and on or along the Franklin Canal Railroad, to a point on the State line of Ohio where it may connect with the Cleveland, Painesville and Ashtabula Railroad, subject to the "act regulating railroad companies," passed February 19, 1849; also authorizing and requiring said company to purchase the railroad of the Franklin Canal Company from Erie to the State line, with its appurtenances, etc., and any shares of stock of the Franklin Canal Company, at par, pay the principal and interest on the bonds of said company according to the tenor thereof, and thereafter the Cleveland, Painesville and Ashtabula Railroad Company may own, use and occupy said road and property; and the said Franklin Canal Company was authorized to sell the same to said company, providing it shall make certain connection between its road and that of the Sunbury and Erie Railroad Company, at or near Erie, and shall exchange \$500,000 of its bonds for a like amount of the stock of said Sunbury and Erie Railroad Company, etc.

The purchase was made in accordance with said provisions, thus extending the line of the Cleveland, Painesville and Ashtabula Company to Erie, Pennsylvania.

The construction of a branch from Ashtabula, on the main line, to Jamestown, Pennsylvania, 36 miles, was commenced, and March 21, 1864, the company leased, for the term of twenty years, the road of the Jamestown and Franklin Railroad Company, extending from Jamestown (where it connects with the Ashtabula branch) to Oil City, Pennsylvania, 51 miles, paying therefor 40 per cent. of its earnings.

The Jamestown and Franklin Railroad Company was incorporated by the Legislature of Pennsylvania by act of April 5, 1862, (Laws of Pennsylvania, 1862—appendix, page 453), authorized to build a road from Jamestown, Mercer county, to Franklin, Venango county; also, to connect said road with other railroads then or thereafter constructed, at either end, or any intermediate point, and to purchase, finish, equip and use any unfinished railroad within the counties of Mercer and Venango.

By act of March 9, 1863 (Laws of Pennsylvania, 1863, page 587), the company was authorized to purchase and hold in fee simple, or to lease, coal and mineral lands and

rights, with their appurtenances, in Mercer and Venango counties, or either of them, not exceeding 5,000 acres, to mortgage, sell, lease or otherwise dispose of the same, and to open mines, etc. Also, to construct, equip and work branch or lateral railroads, not exceeding ten miles in length, from any part of its road, with all the powers, etc., contained in its original charter; provided, that no such branch or lateral road shall be extended north of French or to Oil Creek.

Act of April 19, 1864 (Laws of Pennsylvania, 1864, page 495), authorized the company to extend its road to the village of Latona, Cranberry township, Venango county, provided the gauge shall not exceed 4 feet 10 inches.

October 8, 1867, a lease was concluded by the Cleveland, Painesville and Ashtabula Company for the road of the Cleveland and Toledo Railroad Company.

By decree of the Court of Common Pleas of Cuyahoga county, of June 17, 1868, the name of the Cleveland, Painesville and Ashtabula Railroad Company was changed to the *Lake Shore Railway Company*, and a certificate thereof filed with the Secretary of State June 22, 1868. An act was passed by the Legislature of Pennsylvania, March 31, 1868 (Laws of 1868, p. 524), authorizing the above change of name, and requiring a certificate thereof filed in the office of the Secretary of the Commonwealth of Pennsylvania, which was duly complied with.

Under agreement bearing date February 11, 1869, duly ratified by the stockholders of the respective companies March 19, 1869, filed with the Secretary of State of Ohio April 6, 1869, the Cleveland and Toledo Railroad and the Lake Shore Railway Companies were consolidated, taking the name of the "*Lake Shore Railway Company*"—the rights, franchises, privileges, real estate, and all other property of the companies respectively to pass to, be held, owned and controlled by the consolidated company; and all debts, guaranties, liabilities and obligations existing against either of the companies, to be assumed, provided for and paid, and all contracts and agreements made by either company to be carried out and performed by the consolidated company; the capital stock of the two companies having been equalized in value under the provisions of the lease made October 8, 1867, between them—each share in one company to be taken as of equal value with each share in the other—the issue of stock in the consolidated company to be equal.

By articles dated April 6, 1869, duly ratified by the stockholders of the two companies parties thereto May 8, 1869, and filed in the office of the Secretary of State of Ohio May 27, 1869 (Record of Corporations No. 6, page 377), the Lake Shore Railway Company and the Michigan Southern and Northern Indiana Railroad Company consolidated under the name of *The Lake Shore and Michigan Southern Railway Company* (certificates also filed in Pennsylvania, Indiana, Illinois and Michigan).

Stipulation by the Lake Shore Company that the whole amount of its stock is \$15,000,000, its indebtedness in bonds issued not exceeding \$6,600,000; by the Michigan Southern and Northern Indiana Company that its whole amount of stock is \$12,125,600, and its indebtedness in bonds issued does not exceed \$3,576,580. Holders of shares of stock in either company to be entitled to an equal amount at par in the consolidated company, upon surrender of the old certificate.

The rights, franchises, property and just debts and liabilities existing against said companies severally to vest in and be assumed by the consolidated company.

August 16, 1869, a certificate was filed with the Secretary of State of Ohio (Record of Corporations No. 6, page 505) of an agreement between the Buffalo and Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, dated June 22, 1869, ratified by stockholders of the two companies August 10th, by which they consoli-

dated and formed one corporation, to be known as *The Lake Shore and Michigan Southern Railway Company*. Certificates also filed in New York, Pennsylvania, Indiana, Illinois and Michigan.

It was provided that every stockholder in the two companies, or either of them, forming the consolidated company should receive new stock upon surrender and cancellation of the old certificates; no difference to be made in the relative value of the capital stock of either of the original companies.

It was stipulated that the stock of the Buffalo and Erie Company outstanding was \$6,000,000 and no more, and its indebtedness in bonds outstanding did not exceed \$4,000,000; that the stock of the other company was \$27,425,600 and no more, and its indebtedness in bonds outstanding did not exceed \$15,476,580; and upon the making and perfecting of the agreement, and its adoption and ratification by the stockholders of the respective companies, and filing copies according to law, the parties thereto should be one corporation under the name designated; and that all the rights, powers, privileges, franchises and property of every description, and all debts due, claims, etc., of the respective companies pass to and vest in the consolidated company. Also, that all debts, mortgage liens, contracts, rights and franchises of the separate organizations shall be preserved and maintained, and pass to and be vested in and protected and assumed by the new company.

April 3, 1848, the St. Joseph Valley Railroad Company was chartered by the State of Michigan. (Act No. 199, Laws of Michigan, 1848, p. 278.)

Under provisions of "act to provide for the incorporation of railroad companies," approved February 12, 1855 (Laws of Michigan, 1855, p. 153), the Schoolcraft and Three Rivers Railroad Company was incorporated by filing articles of association June 6, 1855, in the office of the Secretary of State of Michigan, and the Kalamazoo and Schoolcraft Railroad Company by articles filed June 9, 1866.

August 14, 1869, the St. Joseph Valley Railroad Company transferred by deed and bill of sale, copy filed with Secretary of State, its entire road and property, with all its right, title and interest thereto, to the Schoolcraft and Three Rivers Railroad Company, and on the same date the latter named company and the Kalamazoo and Schoolcraft Railroad Company were consolidated, under the name of the *Kalamazoo and White Pigeon Railroad Company*, which, on the 1st of October, 1869, effected a lease in perpetuity of the road to the Lake Shore and Michigan Southern Railway Company, the lessee assuming the payment of the interest on its funded debt of \$600,000, being \$44,000 per annum, and purchasing its equipment at a valuation. The capital stock is now entirely owned by the Lake Shore and Michigan Southern Company. The road is thirty-seven miles in length.

On the same date, the Lake Shore and Michigan Southern Railway Company leased, also in perpetuity, the road of the Kalamazoo, Allegan and Grand Rapids Railroad Company, assuming payment of the interest on its funded debt of \$340,000, and of six per cent. per annum on its capital stock of \$610,000, a total of \$103,800 per annum, and purchasing its equipment at a valuation. Its length is fifty-eight miles.

The origin of the Kalamazoo, Allegan and Grand Rapids Railroad Company was the incorporation, under the provisions of the general railroad law, as amended March 19, 1867 (Laws of Michigan, 1867, p. 90), of the Kalamazoo and Allegan Railroad Company, June 19, 1867, and of the Kalamazoo and Grand Rapids Railroad Company, January 3, 1868, by filing the required articles of association with the Secretary of State.

June 3, 1868, the two companies were consolidated under the name of the Kalamazoo, Allegan and Grand Rapids Railroad Company.

The Lake Shore and Michigan Southern Railway Company controls and operates the Northern Central Michigan Railroad, which was opened during the year 1872, from Jonesville, seventy miles west of Toledo, on their main line, to Lansing, a distance of sixty miles.

Under a contract this company has the right to use the track of the Cleveland, Columbus, Cincinnati and Indianapolis Railway between Cleveland and Berea, twelve miles, for all passenger trains, at an annual rental of \$42,000 for sixty trains per week; for any trains beyond that number, \$2 per train.

The company has leased for the term of twenty-five years from May 1, 1873, the Mahoning Coal Railroad, extending from Andover, Ohio, on the "Ashtabula Branch," to Youngstown, thirty-eight miles, at an annual rental of 40 per cent. of the gross earnings.

The company now operates 1,175 miles of main line and branches, to which may be added 230 miles of double track.

LAKE SHORE AND TUSCARAWAS VALLEY RAILWAY COMPANY.

This company organized by filing the required certificate with the Secretary of State July 2, 1870, to build a road from, at or near Berea to Mill township, Tuscarawas county, on the line of the Pittsburgh, Cincinnati and St. Louis Railway, with a branch from Elyria to a convenient point on the main line in Medina county. The road has been constructed from Elyria, via Grafton, to Uhrichsville, and opened for business, the company purchasing eight miles additional, extending northward from Elyria to Black River Harbor; thus forming a continuous line from its junction with the Pittsburgh, Cincinnati and St. Louis Railway at Uhrichsville to Lake Erie, 101.14 miles.

Owing to failure to pay July, 1874, interest coupons, suit was immediately brought for foreclosure of the first mortgage in the United States Circuit Court at Cleveland, and Mr. E. B. Thomas was appointed receiver. Under suit brought for the foreclosure of the second mortgage, the said court ordered the sale of the entire property of the company on January 26, 1875, to be made subject to the first mortgage of \$2,000,000, and the mortgage of \$180,000 on the section from Elyria to Black River, and payable in cash, second mortgage bonds or overdue coupons. No bids are to be received for less than two-thirds of the appraised value, thus requiring a bid of \$924,000 to be accepted.

The road being well located and having favorable connections, must eventually, with proper management, prove remunerative.

LAWRENCE RAILROAD COMPANY.

The Lawrence Railroad and Transportation Company of Pennsylvania was chartered by act of April 23, 1864 (Laws of Pennsylvania, 1864, p. 573), authorized to construct a railroad from Mahoningtown, Lawrence county, to the Ohio State line—8.10 miles—with right to connect with other railroads; also, that it shall have the right to purchase, occupy, and use or lease the Ohio and Pennsylvania Canal.

The Lawrence Railroad and Transportation Company of Ohio filed its certificate of incorporation with the Secretary of State June 6, 1864 (Record of Corporations No. 2, page 265), to construct a road from the line of the Cleveland and Mahoning Railroad, in Youngstown, to the Pennsylvania State line, in Poland township, 9.70 miles, all in Mahoning county.

Under date of June 29, 1865, the Lawrence Railroad and Transportation Companies of Pennsylvania and Ohio entered into articles of agreement, by which they consolidated under the name of the *Lawrence Railroad Company*, which were ratified by stockholders of the Ohio Company June 27, and of the Pennsylvania Company June 29th. Certificate

filed with Secretary of State of Ohio August 7, 1865; also, filed with Secretary of the Commonwealth of Pennsylvania. The estate, property, and franchises of the two companies were held to be of equal relative value in proportion to capital stock then subscribed, and the stockholders of each corporation to be entitled to as many shares in the new as they held in either or both of the original corporations parties thereto; all the rights, franchises, property, debts, liabilities, etc., etc., of said two companies to vest in the consolidated company.

June 21, 1869, the road, etc., of the company was leased for the term of ninety-nine years to the Pittsburgh, Ft. Wayne and Chicago Railway Company, that company covenanting to continuously operate the same during said term; furnish at all times reasonable facilities to the public; keep up and maintain the road and property; make necessary renewals, etc.; pay all taxes, assessments, etc., on said road, property, receipts, and earnings; keep accurate account of the business of the road, and pay to the lessor, monthly, forty per cent. of the gross earnings, and stipulating the amount thus paid in any one year shall not be less than \$45,000.

The *Youngstown and Canfield Railroad Company* filed its certificate of incorporation with the Secretary of State of Ohio July 1, 1872, to construct a railroad from a point in the township of Youngstown, Mahoning county, on the south side of the Mahoning river, near Hazelton, connecting with the Cleveland and Mahoning Railroad or Lawrence Railroad, to the township of Canfield, to connect with the Niles and New Lisbon Railway at or near the village of Canfield, all in Mahoning county.

By articles dated 23d April, 1873, filed May 26, 1873, with the Secretary of State of Ohio, the Lawrence and the Youngstown and Canfield Railroad Companies were consolidated, retaining as the corporate name Lawrence Railroad Company.

LITTLE MIAMI RAILROAD COMPANY.

This company was organized under charter of March 11, 1836 (34 O. L., 404), to construct and maintain a railway commencing at Springfield, via Xenia, to Cincinnati. Construction was commenced in 1837, but progressed slowly. Additional legislation was had extending time fixed by original charter for completion of road, authorizing the company to borrow money, cities, towns, and counties along the line to subscribe to its capital stock, etc., this being found necessary to the success of the enterprise. The road was opened for traffic from Cincinnati to Milford in December, 1842, to Xenia in August, 1845, and to Springfield in August, 1846; length, 84 miles. The track was originally laid with strap-iron, but was relaid with T-rail in 1848. November 30, 1853, a partnership contract was made with the Columbus and Xenia Railroad Company, by which the roads of the two companies were united and worked as one line. January 1, 1865, the companies jointly leased the Dayton and Western Railroad, extending from Dayton to the Indiana State line, 38 miles, and its interest in the Richmond and Miami Railway, from the State line to Richmond, Indiana, 3 miles, and purchased February 4, 1865, at judicial sale, the Dayton, Xenia and Belpre Railroad, from Xenia to Dayton, 16 miles. November 30, 1868, this partnership was dissolved, and a contract made by which the Columbus and Xenia road including the interest of that company in above-named branches, was leased to the Little Miami Railroad Company for ninety-nine years, renewable. December 1, 1869, this company leased its road, property, and leased lines for the term of ninety-nine years, renewable forever, to the Pittsburgh, Cincinnati and St. Louis Railway Company, by whom it is now operated, constituting the "Little Miami Division" of that company's line. The Pennsylvania Railroad Company is a party to the contract, and guarantees its faithful performance.

In consideration of the assets, rights and property thus conveyed and demised, it was agreed that the capital stock of this company (now \$3,572,400) may be increased so that the aggregate capital, including that of the Columbus and Xenia Railroad Company (now \$1,786,200), will be \$6,000,000, and the rental to be paid this company shall be equal to 8 per cent. per annum on that amount of capital stock, making an aggregate of \$480,000 per annum, payable in quarterly installments, this company out of said rental paying the stockholders of the Columbus and Xenia Railroad Company 8 per cent. per annum on its stock as aforesaid, the lessee also assuming payment of all debts and liabilities existing or accruing December 1, 1869; also to perform and fulfill all leases, guarantees, contracts, etc., of every kind made by this company prior to said date, except the principal of present and future funded and mortgage debts or renewal thereof, as referred to and provided for in said contract and lease, and to save this company harmless from all liabilities in the premises; also to pay all taxes and assessments of every kind charged or levied upon the property thereby demised and sold, or upon the rents thereby reserved, or upon the capital stock of the Little Miami Railroad Company, or upon the dividends declared by it out of said rents to its stockholders, or upon its assets, earnings or business; the lessee at its own risk and expense, and in its own corporate name, to operate said lines of road, maintaining and keeping the same, with their fences, rolling stock, machinery, etc., in good order, supplying and renewing the same as the business may require.

It is agreed between the parties to this agreement that this company, when its bonds, secured by mortgage amounting to \$1,500,000, and a loan from the city of Cincinnati of \$100,000, become due, shall at its own expense provide for the principal of the same, either by payment or by the renewal and extension thereof from time to time, by the issue of an equal amount of other bonds of like tenor, bearing 6 per cent. interest, and payable ninety years after date, secured by mortgage upon the railroad of this company and its appurtenances, which shall have prior lien over this lease and agreement, the interest on any such renewal or extension bonds to be a part of the liability assumed by the lessee, and which it agrees to pay, it being also agreed that in event this company shall pay off or discharge the said bonds, or any of them, the lessee shall pay semi-annually, in addition to the rent hereinbefore named and agreed to be paid, an amount equal to the semi-annual interest on the bonds so paid. All increase and additions of locomotives, real estate, tracks, depots and other permanent improvements necessary for the traffic of the lines of road hereby leased, or its increase, to be authorized by action of the boards of directors of the two companies, shall be furnished or done by the lessee from its own moneys, and when so purchased or done this company shall issue, in repayment therefor, its bonds at par, bearing 7 per cent. interest, to be secured by a mortgage on its road to the said lessee, and which with any renewals shall be second in point of lien and priority to the former specified mortgages, and shall also be free from the incumbrance of this lease, the lessee agreeing to pay the interest on all of said bonds and those issued in renewal thereof.

It is agreed and stipulated that the lessee and the Pennsylvania Company, the third party to the lease and contract, shall have the right to have said bonds, or any of them, held by them respectively, exchanged for capital stock of this company at par value thereof, the said bonds to be deemed canceled and paid; or this company agrees to issue to the lessee, at the option thereof, its capital stock at par in repayment as aforesaid, in which event, or in case said bonds have been redeemed and paid in stock as aforesaid, the rent heretofore agreed to be paid shall be increased sufficiently to make a dividend thereon equal to the dividends from said rent to other stockholders. This company

covenants not to make or create any new debt or liability after the taking effect of this lease, except as therein provided, without consent in writing of the Pittsburgh, Cincinnati and St. Louis Railway and Pennsylvania Railroad Companies, and also covenants to maintain its corporate organization, and for that purpose, and to defray the current expenses, the lessee agrees to pay said company, from and after December 1, 1869, the sum of \$5,000 per annum, in quarter-yearly payments.

It is expressly agreed between the several parties thereto that the lease and contract may be assigned and transferred to the Pennsylvania Railroad Company, but to no other party, without the consent in writing of the Little Miami and Pennsylvania Railroad Companies, and the latter company covenants that it will not assign said lease and contract without the written consent thereto by the Little Miami Company.

The Pennsylvania Railroad Company, in consideration of its interest in the through traffic and business of the lines of the road of this company and that of the lessee, and benefits it will derive from the said lease and agreement, and of the demises and assignments made by this company, guarantees to it the performance and fulfillment by the lessee, its successor and assigns, of all and every of the premises and covenants of the said second party contained in this agreement; and upon notice in writing of any default, the said third party will keep, perform and fulfill the same for and in behalf of the lessee, the second party, its successors and assigns.

LIBERTY AND VIENNA RAILROAD COMPANY.

August 1, 1871, this company sold to the Ashtabula, Youngstown and Pittsburgh Railroad Company that part of its road extending from Youngstown to Girard, $5\frac{1}{2}$ miles, for the sum of \$200,000, retaining the portion from Liberty to Vienna, 6 miles.

August 7, 1872, under an agreement made July 25, 1872, this company and its line of road were merged in and consolidated with the Cleveland and Mahoning Railroad and the Niles and New Lisbon Railway Companies, under the name of the Cleveland and Mahoning Valley Railway Company, the lines of the consolidated company being under lease to the Atlantic and Great Western Railroad Company. (For further particulars, see Cleveland and Mahoning Valley Railway Company, page 113.)

THE MAHONING COAL RAILROAD COMPANY

Filed its certificate of incorporation with the Secretary of State February 25, 1871, to build a road from Youngstown, Mahoning county, to a point in Brookfield township, Trumbull county—all in said counties; capital, \$70,000.

December 9, 1871, a supplementary certificate was filed to construct a branch from a point in the track of the main line in the township of Liberty, Trumbull county, to a point in the township of Andover, Ashtabula county, on the line of the Ashtabula Branch of the Lake Shore and Michigan Southern Railway, 3 $\frac{1}{2}$ miles: also increasing capital stock to \$1,500,000.

An additional supplementary certificate was filed August 14, 1872, to construct branches from the terminus at Youngstown—one to the village of Struthers, in Poland township, Mahoning county; the other south-westerly up the south side of the Mahoning River to the Foster farm, in the township of Youngstown.

The road, 41.58 miles in length, including branches, is leased and operated by the Lake Shore and Michigan Southern Railway Company, the lease being for twenty-five years from May 1, 1873, at an annual rental of 40 per cent. of the gross earnings.

MANSFIELD, COLDWATER AND LAKE MICHIGAN RAILROAD COMPANY.

This company filed its certificate of incorporation with the Secretary of State of Ohio May 20, 1870, to build a railroad from Mansfield to a point on the State line between Ohio and Michigan, 18 miles from the north-west corner of Ohio, 123 miles.

By articles bearing date December 28, 1870, ratified and taking effect May 19, 1871, the Mansfield, Coldwater and Lake Michigan and the Ohio and Michigan Railroad Companies were consolidated, taking the name of the *Mansfield, Coldwater and Lake Michigan Railroad Company*. Capital stock, \$4,000,000. Road to extend from Mansfield, Ohio, via Tiffin, to Allegan, Michigan, 223 miles.

The two divisions, Ohio and Michigan, though consolidated, are being constructed independently, under separate contracts and management, by executive committees in each State, but the \$4,460,000 first mortgage bonds issued apply to the entire line.

A contract was entered into July 20, 1871, by which the Pennsylvania Company is, after the road-bed is graded, bridged and tied, and the right of way obtained by this company, to iron the same, build all depots, machine shops, and every thing necessary to a first-class road; for which it is to receive \$4,460,000 of 7 per cent. first mortgage gold bonds, and \$5,000 of common stock in excess of all stock issued to all other parties—the subscription stock to be *preferred*, and to receive a dividend equal to 7 per cent, after expenses and interest on bonds are paid, and a reasonable amount reserved as a sinking fund for the redemption of said bonds, prior to any dividends on common stock—the Pennsylvania Company to equip the road, but to defray the cost from the earnings.

Under provisions of act May 4, 1869 (66 O. L., 83), the city of Toledo contracted with this and the Toledo, Tiffin and Eastern Railroad Company to build the Toledo and Woodville Railroad, and March 18, 1873, leased the same to the said companies for the term of 999 years; and the road is now, together with that of this company and the Toledo Tiffin and Eastern Railroad, under lease to the Pennsylvania Company, by whom they are operated in connection with its other lines.

The report to Commissioner of June 30, 1874, made by lessee, gives 64½ miles laid with rail, 44 of which was being operated.

MARIETTA AND CINCINNATI RAILROAD COMPANY.

The history of this company begins with the Belpre and Cincinnati Railroad Company, which was chartered March 8, 1845 (43 O. L., 280), with power to construct and maintain a railroad with double track from a point on the Ohio River opposite Parkersburg, Virginia, or at Harmar, up the Hocking Valley, via Athens and Chillicothe, to a point on the Little Miami Railroad between Plainville, in Hamilton county, and the mouth of Obannon Creek, in Clermont county.

Under the charter and the various amendments and acts passed authorizing counties and towns to subscribe to the capital stock of the company, construction was carried forward, but before completion of the road, the company being unable to meet its obligations and liabilities, suit was brought November 27, 1858, in the Court of Common Pleas of Ross county for foreclosure of the mortgages on the road, which resulted in the appointment of a receiver, and ultimately, January 7, 1860, in the issue of an order for sale of the road and entire property, finished and unfinished, including right of way, etc., of the company; under which the same was purchased by trustees, in behalf of certain creditors and stockholders of the company.

February 24, 1860 (57 O. L., 138), was passed "An act for the relief of the creditors

and stockholders of the Marietta and Cincinnati Railroad Company, which, making reference to the insolvency of the company, the decree of the Court of Common Pleas of Ross county for sale of the road, etc., under proceedings by mortgagees thereof, and that in order to preserve to the stockholders and unsecured creditors of said road an interest therein after the sale, it had been agreed by a large majority of the mortgage creditors and the board of directors, acting with express approbation of a majority of the stockholders, that the purchasers at such sale, if made on behalf of the mortgagees, shall hold the property subject to a reorganization of said company upon an agreed basis; and as doubts existed whether such sale would invest the purchasers with the charter and franchises of said company, for the interest of all parties and benefit of the public that said road after such sale be maintained and managed under said charter, subject to all rights and liabilities therein provided, and to settle said doubts, enacted that if the sale was made and confirmed as provided in said decree, all the franchises of said company should pass to and vest together with the charter in said reorganized company, to hold upon trust said property and franchises so decreed to be sold, the same to forever remain exempt from the claims of all creditors and stockholders existing before such sale and reorganization.

The sale was confirmed by the court May 2, 1860, and a deed ordered to be made to said purchasers for the property and rights so sold them, which, in accordance therewith, was duly executed and delivered June 5, 1860.

While the suit was pending, and previous to the passage of the act named, at a meeting called, a large majority of the stock of the company being represented, a plan for reorganization of the company and an adjustment of its stock and liabilities was agreed upon, an agent appointed, with full power to arrange with holders of stock, third mortgage bonds, and other creditors, the holders of the first and second mortgage bonds conferring the same authority upon an agent to act in concert, to agree upon terms with the stockholders and other creditors. The agents selected united in the plan, a large majority of creditors concurring, which proposed converting the stock and debts of the company into new stock, classed as first preferred, second preferred, and common, the priority of the mortgage liens on the road being thus preserved.

Under this agreement the decree for sale was by common consent entered, and the act of February 24, 1860, heretofore referred to, was passed, to aid in consummating the reorganization, and to give all parties interested the benefits of the arrangement.

As heretofore stated, the sale was made, and the property purchased by trustees for the benefit of all stockholders and creditors who should, as thus proposed, unite themselves together; and accordingly, July 31, 1860, a reorganization was effected, which assumed the name of "*The Marietta and Cincinnati Railroad Company as reorganized*," the new company issuing its certificates of stock to the several parties entitled thereto in terms of the agreement for capitalization, and proceeding to elect and qualify directors and other officers necessary to maintain the organization and operate the road; and a conveyance of the road and property was executed and delivered by the said trustees, purchasers thereof, to the *Marietta and Cincinnati Railroad Company as reorganized*.

The decision of the Supreme Court of Ohio in the case of *Atkinson and others versus The Marietta and Cincinnati Railroad Company as reorganized*, rendered at December term, 1864 (15 Ohio Reports, p. 36), that "the franchise to be a corporation" did not pass by the sale of the road under the mortgages to the purchasers, and that the act of February 24, 1860, for relief, etc., did not confer corporate powers on such purchasers, being a special act, and thus in contravention of that provision of the Constitution of the State which prohibited thus conferring such powers; but holding, however, that "the

purchasers were invested by the sale with the franchise of maintaining, operating, and making profit from the use of the road, according to the grant made to the old company," created such doubts as to the supposed legal rights of the new company that a remedy for any defects in them was sought by the reorganized company in the act of April 4, 1863 (60 O. L., 51), under which act it, as the assignee of the purchasers at the judicial sale, and as the company owning the property thus sold, obtained February 23, 1865, from the directors of the original Marietta and Cincinnati Railroad Company, a conveyance of "the franchise to be a corporation" originally vested in that company, by deed duly executed in accordance with the provisions of said act, since which time it is claimed said title is perfect.

The Scioto and Hocking Valley Railroad Company was chartered February 20, 1849 (47 O. L., 151), with power to construct a railroad from Portsmouth, on the Scioto river on the east side of the Scioto river, via Piketon, Chillicothe, Circleville, Lancaster and Amanda (in Fairfield county), to Newark, with power to connect with any other road chartered by the laws of Ohio with which such arrangements may be made. Under this authority, aided by subsequent acts passed authorizing the commissioners of the different counties on the proposed line of road to subscribe to or purchase the stock of said company, it proceeded in the construction thereof until, becoming embarrassed and unable to meet its liabilities December 4, 1857, a bill was filed in the Common Pleas Court of Perry county by the trustee of one of the mortgages against the company, asking for foreclosure of mortgage and sale of the road, and accordingly a receiver was appointed, who took charge of the road and operated it under the orders of the court.

At the March term, 1863, the court issued an order directing the receiver, as special master commissioner in the case, to cause the entire road, completed or in progress, the right of way and all other property, rights and franchises of the company, except the franchise to be a corporation, including personal property, rolling stock, tools, etc., to be appraised, advertised and sold, but to be subject to a first mortgage lien of \$300,000.

At the May term following the return of the proceedings had in accordance with said order and the sale of the property specified, May 19, 1863, for the sum of \$411,100, subject to said first mortgage of \$300,000, was by the court approved and confirmed, and further order made that the receiver and special master commissioner execute and deliver to the purchasers a deed in fee simple for the property and privileges so sold by him, which was duly performed by the execution and delivery thereof January 26, 1864.

On the date last named the purchasers at the judicial sale entered into an agreement with the Marietta and Cincinnati Railroad Company as reorganized for a sale of so much of the road thus purchased as extended from the track of the Cincinnati, Wilmington and Zanesville Railroad (now Cincinnati and Muskingum Valley Railway), in Perry county, to and into Portsmouth, the consideration to be \$500,000 in the first preferred stock of the company, purchase subject to the aforesaid \$300,000 mortgage. The agreement, being submitted to the stockholders of the Marietta and Cincinnati Company, was approved by vote of more than two-thirds of the stock thereof. The road thus purchased is known as the "Portsmouth Branch."

[The remainder of the Scioto and Hocking Valley Railroad, from the track of the Cincinnati, Wilmington and Zanesville road to Newark, was held by said purchasers until sold, September 2, 1869, to the Newark, Somerset and Straitsville Railroad Company.]

March 2, 1846 (44 O. L., 276), the Hillsboro and Cincinnati Railroad Company was chartered to construct and maintain a railway from Hillsboro, by the most practicable

route, to Cincinnati, or to intersect the Little Miami Railroad at the most eligible point, as said corporators may elect.

Under authority of the charter, amendments thereto, and several acts authorizing county and municipality subscriptions to its capital stock, 37 miles of road was constructed, which was transferred or sold in 1860 to the reorganized Marietta and Cincinnati Railroad Company, under authority of section 24 of the act of May 1, 1852 (50 O. L. 295), "to provide for the creation and regulation of incorporated companies in the State of Ohio," for which (see report of the Marietta and Cincinnati Railroad Company as reorganized, dated February 1, 1862,) "the company are to pay about \$10,000 per mile, in shares of the capital stock of the Marietta and Cincinnati Company, of the three classes, at par." Sixteen miles of the railway thus acquired is a part of the main line of the Marietta and Cincinnati, the remaining twenty-one miles a branch from Blanchester to Hillsboro, known as the "Hillsboro Branch."

September 13, 1858, the Union Railroad Company filed its certificate of organization with the Secretary of State of Ohio (Record of Corporations No. 1, p. 474), for the purpose of constructing a railroad under said name, commencing at a point on the Marietta and Cincinnati Railroad one-half mile west of Scott's Landing station, to a point on the western shore of the Ohio river in Belpre township, opposite Parkersburg, Virginia, all in the county of Washington.

Soon after the reorganization of the Marietta and Cincinnati Railroad Company, it entered into a contract with the Union Railroad Company for the purchase of the road of the latter, nine miles in length, thus connecting the Marietta and Cincinnati and the Baltimore and Ohio Railroads at Parkersburg. It is known as the "Union Branch."

Terms of purchase: The Marietta and Cincinnati Company to pay about \$40,000 in money and \$25,000 in stock, and assume payment of a mortgage lien of \$60,000. The agreement being assented to by more than two-thirds of the stock of each company, a deed of the property was duly executed August 6, 1863. The sale and purchase was made under the provisions heretofore referred to of section 24 of the act of May 1, 1852.

June 1, 1872, that part of the Cincinnati and Baltimore Railway between Cincinnati and Ludlow Grove—5.60 miles, double track—being completed, was opened for use, and its possession transferred on that day under a contract for a perpetual lease to the Marietta and Cincinnati Railroad Company, who thus obtained control, operating it as a part of its own line, assuming the maintenance of the road, payment of the principal and interest of the funded debt, and an annual eight per cent. dividend on the capital stock of the Cincinnati and Baltimore Railway Company.

November 15, 1874, the trains of the Marietta and Cincinnati Railroad Company commenced running regularly over the Baltimore Short Line Railway, from Warren's, Athens county, to the west terminus of the Parkersburg bridge, at Belpre, 30 miles. This road was built in the interest of this company—forming a loop intended to shorten the line to Baltimore and eastward, and secure easier grades.

MARIETTA, PITTSBURG AND CLEVELAND RAILWAY COMPANY.

The Marietta and Pittsburgh Railroad Company filed its certificate of organization with the Secretary of State September 29, 1868 (Record of Corporations No. 5, p. 490), to build a road from Marietta to Dennison, Tuscarawas county, passing through the counties of Washington, Noble, Guernsey, Harrison and Tuscarawas.

A supplementary certificate was filed August 7, 1872, to construct branches:

1. From a point on the main line near Liberty township, Guernsey county, to a connection with the Mansfield, Coldwater and Lake Michigan Railroad at Mansfield; pass-

ing through the counties of Guernsey, Coshocton, Holmes, Knox, Ashland and Richland; to be designated the "North-West Extension."

2. From the main line at or near Point Pleasant, in Valley township, Guernsey county, via Cumberland, in Spencer township, to a connection with the Marietta and Muskingum Valley Railroad, at McConnel'sville; passing through the counties of Noble, Muskingum, Guernsey and Morgan; to be designated the "McConnel'sville Branch."

3. From a point on the main line in Salem township, Washington county, to a point in Elk township, in the east line of Noble county, near the town of Stafford, in Monroe county; to be designated the "East Fork Branch."

4. From a point in Jefferson township, near Dexter Station, in Noble county, up Buffalo Run, in Kroch township, in said county; to be designated "Dexter Coal Branch."

5. From a point on the main line in Marietta township, Washington county, through the city of Marietta, to a connection with the Marietta and Cincinnati Railroad, in the town of Hamar, in said county; to be designated the "Marietta City Branch."

The road of this company is still in process of construction. That part from Marietta to Caldwell, 35 miles, under a contract, had, in the year ending June 30, 1871, about 25 miles of track laid, on which, from the previous 31d of March, a passenger and some freight cars were run attached to a construction train, but no regular trains for business were run until October.

On June 30, 1872, about 80 miles of the line were graded and about 55 miles of track laid, including three miles of sidings, etc. The line from Marietta to Caldwell had been open for transportation of passengers and freight for about nine months at that date, but the traffic upon the road was so blended with construction that no attempt was made in the report to show the cost of maintenance and transportation.

At date of report, June 30, 1873, 90 miles were reported as graded, and 83½ miles of track laid with rail, excluding sidings; 68 miles of which, at that date, had been operated for the previous five months.

By decree of the Washington County Common Pleas Court, at October term, 1873 (filed in office of Secretary of State December 9, 1873), name was changed to Marietta, Pittsburg and Cleveland Railway Company.

The last annual report of the company shows constructed and track laid with rail, main line, Marietta to Canal Dover, 97 miles; Marietta City Branch, 1.50, and the Macksburg and Dexter Coal Branches, each 2 miles, with 6.50 miles of sidings, etc.; a total of 109 miles. Earnings and operations appear to have been confined to 68 miles, as in report for previous year.

MASSILLON AND CLEVELAND RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State of Ohio October 3, 1868 (Record of Corporations No. 5, p. 498), to construct a railroad from a point in Franklin township, Summit county, on the Cleveland, Zanesville and Cincinnati Railroad (now Cleveland, Mt. Vernon and Delaware), to a point on the Pittsburgh, Ft. Wayne and Chicago Railway, in Perry township, Stark county.

June 22, 1869, the company leased its unfinished road for the term of ninety-nine years to the Pittsburgh, Ft. Wayne and Chicago Railway Company, the lease to take effect upon the completion and delivery of the road to the lessee.

The lessee, its successors and assigns to continuously operate, during said term, the railroad and appurtenances thereby leased, keep up and maintain the same, and at its own expense renew any portion becoming unfit for use, such renewals to become at once the property of the lessor; to pay all taxes and assessments (stock of the lessor excepted),

keep a full account of all business done upon said railroad, and to pay monthly to the lessor 40 per cent. of the gross earnings thereof, it being agreed that such payments shall amount in each and every year to at least \$20,000.

For the purpose of completing the road and appurtenances, this company reserved the right to create and issue bonds to an amount not exceeding the sum of \$100,000, and to bear not exceeding 7 per cent. interest, secured by mortgage or deed of trust conveying said railroad, appurtenances and franchises in trust for the benefit of the holders of said bonds, in the same manner as if these presents had never been executed; and also to create a sinking fund for the redemption of said bonds, provision being made for their extension or renewal, or the substitution of others therefor.

This lease was assigned July 1, 1869, to the Pennsylvania Railroad Company, who, on the 4th of November following, in connection with the Pittsburgh, Ft. Wayne and Chicago Railway Company, original lessee, assigned the lease to the Pittsburgh, Mt. Vernon, Columbus and London (now Cleveland, Mt. Vernon and Delaware) Railroad Company, by whom it is operated as a branch of its line.

MICHIGAN AND OHIO RAILWAY COMPANY.

The articles incorporating the Ohio and Grand Haven Railroad Company under the general laws of Michigan were filed with the Secretary of State of Michigan January 4, 1873—termini, Grand Haven and Ohio State line; and the Portsmouth, Columbus and Michigan Railway Company filed its certificate of incorporation in office of Secretary of State of Ohio July 15, 1873, to construct a road from Portsmouth, via Columbus, to the north boundary line of the State in the town of Madison, Williams county, passing through the counties of Scioto, Pike, Ross, Pickaway, Franklin, Madison, Union, Logan, Hardin, Auglaize, Allen, Hancock, Putnam, Henry, Defiance and Williams.

By articles filed April 1, 1874, with the Secretaries of State of Michigan and Ohio, the Ohio and Grand Haven Railroad and the Portsmouth, Columbus and Michigan Railway Companies were consolidated, taking the name of the Michigan and Ohio Railway Company.

The former had expended previous to this consolidation \$2,900 in surveys, etc., and the new company in the three months intervening to June 30 report an expenditure of \$15,300 in surveys, engineering, etc. Up to that date construction had not commenced. July 21, ground was first broken at Grand Haven by Howland, White & Co., to whom the contract for the entire line has been let, and several miles are now reported as graded.

NEWARK, SOMERSET AND STRAITSVILLE RAILROAD COMPANY.

This company filed its certificate of incorporation with the Secretary of State April 3, 1867 (Record of Corporations No. 4, p. 247), to construct a road from Newark, via Somerset and the Valley of Monday Creek, opposite Straitsville, in Perry county, to a point on the northerly side of the Hocking canal, adjoining the coal yard of Peter Hayden, situated near his store on or near said canal.

The company procured a conveyance September 1, 1869, from the surviving purchasers of the Scioto and Hocking Valley Railroad—sold at judicial sale May 19, 1863—of that part of its old road-bed, masonry, etc., lying between the crossing of the Cincinnati, Wilmington and Zanesville Railroad (now Cincinnati and Muskingum Valley Railway) and Newark. (The southern portion was purchased January 26, 1864, by the Marietta and Cincinnati Railroad Company.) The line was placed under contract, and at date of report, June 30, 1871, was completed from Newark to Somerset, twenty-four miles, and

operated by the contractors in connection with construction. The road was subsequently completed to Shawnee, a total of forty-four miles, and January 1, 1872, was leased to the Sandusky, Mansfield and Newark Railroad Company, to be equipped and operated by the Baltimore and Ohio Railroad Company, for the term of fourteen years and eight months from and after April 1, 1872, the Baltimore and Ohio Railroad Company paying all expenses incident thereto, and to pay the Newark, Somerset and Straitsville Railroad Company 30 per cent. of the gross earnings of the road, out of which the payment of interest on the bonded debt, \$300,000, is secured; lease renewable at the end of first term for twenty years additional, and so on, from time to time—twelve months' notice to be given previous to the expiration of any term of a desire to surrender the same by the Baltimore and Ohio Railroad Company.

The road since that time has been operated in connection with the "Central Ohio" and "Lake Erie" Divisions of that company.

NILES AND NEW LISBON RAILWAY COMPANY.

August 7, 1872, this company and its line of road was merged and consolidated, under agreement dated July 25, 1872, with the Cleveland and Mahoning and the Liberty and Vienna Railroad Companies, all being under lease to the Atlantic and Great Western Railroad Company, under the name of the Cleveland and Mahoning Valley Railway Company. For a brief history of origin, etc., see under head of that company, page 113.

NORTH COLUMBUS RAILWAY COMPANY.

September 12, 1871, this company filed its certificate of incorporation with the Secretary of State to construct and operate a road within the limits of the city of Columbus. The present length laid with rail and in partial operation since January 1, 1874, is a little short of four miles.

OHIO AND MISSISSIPPI RAILWAY COMPANY.

February 14, 1848, the Legislature of Indiana passed "an act to incorporate the Ohio and Mississippi Railroad Company" (Indiana Local Laws, 1848, p. 619), authorizing said company to locate, construct and maintain a road between Lawrenceburgh, on the Ohio river, and Vincennes, on the Wabash river, to extend eastwardly to Cincinnati, and westwardly through the State of Illinois to St. Louis, the company, however, not to undertake the construction of said road beyond the limits of Indiana until the right of way shall have been granted in the State wherein the road is proposed to be so constructed.

March 15, 1849, the Ohio Legislature passed "an act to aid the Ohio and Mississippi Railroad Company" (47 O. L., 172), which recognized the corporate powers granted it by its charter in Indiana, and authorized the company to lay out and construct so much of its road as lies within the State of Ohio.

February 12, 1851, the Legislature of Illinois passed "an act to incorporate the Ohio and Mississippi Railroad Company" (Private Laws of Illinois of 1849 and 1851, p. 89), giving it power to locate, construct and maintain a railroad from Illinoistown, St. Clair county, to the east line of the State of Illinois, in the direction of Vincennes, Indiana. February 27, 1854 (Laws of Illinois of 1854, p. 78), an amendment was passed authorizing the company to extend its road from Illinoistown to the Mississippi river, within one thousand yards of the northern or southern limits of said town, as to the said company

may seem most expedient in order to reach the deep water of said river, and for such purpose may extend their railroad over and across "Bloody Island."

Under these acts and others amendatory, the road was built by two distinct and independent corporations from Cincinnati to a point on the Mississippi river opposite St. Louis, and the entire line opened for business in 1857, by agreement being operated as one line, that part in Ohio and Indiana being known as the "*Eastern Division*," that in Illinois the "*Western Division*."

Immediately following the completion and opening the road for business the Ohio and Mississippi Railroad Company, of Indiana and Ohio, being unable to meet its current obligations, to prevent sacrifice of property prepared a plan and agreement for capitalization, involving mutual concessions by creditors and stockholders, a transfer of stock and certain liabilities of the company to trustees named, entrusted with large powers for readjustment of stock and indebtedness of the company and reorganization of its affairs, which was submitted, December 15, 1858, to the creditors and stockholders; but before these terms could be carried into effect, suits were instituted in the Federal Courts of Ohio and Indiana for the foreclosure of certain mortgages and a sale of the road. Pending these proceedings a receiver was appointed in April, 1860, and placed in charge of the property, by whom it was operated until the final reorganization.

March 19, 1862, a decree was issued by the United States Circuit Court for the District of Illinois for foreclosure of mortgage and sale of the said Ohio and Mississippi Railroad, of Illinois, Western Division, under which the road and property was sold in June, 1862, being purchased by a new company organized under a special act of the Legislature of Illinois, passed February 5, 1861, being "an act to incorporate the Ohio and Mississippi Railway Company, and for other purposes" (Private Laws of Illinois of 1861, page 508); which named thirteen corporators, constituting them and their associates, by said name, a body corporate for the purpose of purchasing and taking a conveyance of all the railway property, real and personal, rights and franchises of the *Ohio and Mississippi Railroad Company*, incorporated by an act approved February 12, 1851. The corporators were authorized to call a meeting for organization, by advertisement, published not less than ten days previous to such call, and to organize by the appointment from their number of a president, and of not less than seven nor more than thirteen directors.

The said corporation was granted all the powers and privileges conferred on the Ohio and Mississippi Railroad Company by the incorporating act approved February 12, 1851, or by any amendments thereof—subject to all provisions of said act—and to possess in addition the power of assuming any debts or liabilities of said original *Ohio and Mississippi Railroad Company*, and to issue bonds, secured by mortgage or otherwise, to secure the payment thereof. Also, meetings of corporators for organization, and of directors thereafter, were authorized to be held in the city of St. Louis; all acts done at such meetings to be as valid as if held within the State of Illinois.

The original plan and agreement before named was modified and amended in order to secure the capitalization of the stock and debts of the original company, its reconstruction on a sound basis, and its union with the Ohio and Mississippi Railroad Company, of Illinois, into one corporate organization. In order to effect this result, the Eastern Division, or that part in Ohio and Indiana, was sold under the proceedings for foreclosure January 9, 1867, and purchased by the trustees under the said agreement.

These trustees had previously purchased the stock and a majority of the bonds of the Ohio and Mississippi Company of Illinois, Western Division, thus obtaining control of that part of the road.

Under provisions of an act of Indiana approved March 3, 1865 (Laws of Indiana of 1865, page 66), and section 7 of Ohio act passed April 11, 1861 (57 O. L., 70), an agreement for reorganization and incorporation of the Eastern Division of the Ohio and Mississippi Railroad Company as the *Ohio and Mississippi Railway Company* was entered into, and the certificate filed with the Secretary of State of Indiana November 14, and of Ohio November 26, 1867. (Record of Corporations No. 4, page 546.)

November 21, 1867, articles of consolidation were agreed upon by and between the Ohio and Mississippi Railway Company, of Illinois, and the Ohio and Mississippi Railway Company, of Ohio, and filed December 28, 1867, with the Secretary of State of Indiana. Filed with the Secretary of State of Ohio December 29, 1867. (Record of Corporations No. 4, page 594.)

The companies thereby agreed to consolidate all their stock and property—the consolidated Company to assume all debts, liabilities and obligations of the several companies, taking for its corporate name the “Ohio and Mississippi Railway Company.”

Act of March 31, 1849 (Private Laws of Illinois, Vol. 3, page 323) authorizes the Ohio and Mississippi Railway Company to build a branch to connect their road, with a ferry or bridge, to St. Louis.

The “Louisville Division,” as the branch road is termed, extending from North Vernon, Indiana, to Jeffersonville and Louisville, was constructed under the provisions of the laws of Indiana of March 3, 1845 (Laws of 1845, page 60), said act constituting a part of the charter of the company. This was built on an old, abandoned line, built by the *Port Wayne and Southern Railroad Company*, but the terms or consideration for the appropriation are not known.

The line is completed and operated extends from Cincinnati, via Vincennes, Indiana, to St. Louis, 219 miles, and from North Vernon, Indiana, via Jeffersonville, to Louisville, 53 miles—total of 272 miles.

OHIO AND TOLEDO RAILROAD COMPANY.

The certificate of organization of this company was filed with the Secretary of State of Ohio May 14, 1872—termini named, St. Clair township, Columbiana county, and Oregon township, Lucas county, near Toledo. The line, as now proposed, extends from Camsburg, Carroll county, to Youngstown, 50 miles, where it will connect with the Painesville and Youngstown Railroad.

August 1, 1873, this company required from the Carrollton and Oneida Railroad Company the body of the road of that company, with all the right of way it might have to dispose of, in consideration that the Ohio and Toledo company shall iron, with T rail, and equip said road with rolling stock by August 1, 1874; all of which was duly performed.

The road is 36-inch gauge, and will form, with the Painesville and Youngstown, a continuous line to Lake Erie, and promises to be of material benefit to the section of country passed through, as a means of shipping coal and iron. Rail is laid from the southern terminus, four and a half miles, to Carrollton, over the old road-bed of the Carrollton and Oneida, and northwardly to Minerva, Stark county, in all twenty-one miles. It is the intention to have the line completed by the coming summer.

PAINESVILLE AND YOUNGSTOWN RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State November 17, 1870, to build a road from Painesville to Youngstown, passing through the counties of Lake, Geauga, Trumbull and Mahoning.

The company purchased and adopted the partially constructed road-bed of the Paines-

ville and Hudson Railroad, paying therefor \$60,000, and completed the same from Painesville to Chardon on January 1, 1873. The gauge of the road is three feet, and is the first "narrow-gauge" line for general transportation business attempted in the State.

A certificate was filed May 22, 1873, to construct a branch from a point on the main line, at or near the village of Girard, Trumbull county, to a point in Poland township, Mahoning county, at or near where the bed of the Pennsylvania and Ohio Canal crosses the east line of the State of Ohio, passing through the counties of Trumbull and Mahoning, to be known as the "North-west Branch of the Painesville and Youngstown Railroad."

The company, after expending \$265,000, received from stock subscriptions, in grading, etc., entered into a contract by which the entire line of the Youngstown and Painesville Railroad was to be constructed, completed and equipped, the contractors to receive therefor the bonds of the company and its capital stock. The road not being finished, no issue has been made of stock, but all of the bonds, \$773,000, have been delivered in terms of contract. At date of report, June 30, 1873, eleven miles was completed, and report made one year later shows track was laid to Niles, 50½ miles, and it is now extended to Youngstown, 64.40 miles.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

The *Steenbenville and Indiana Railroad Company* was chartered February 24, 1847, by the Legislature of Ohio (46 O. L., 246), authorized to construct a railroad from Steenbenville by the route of either Conotton or Stillwater creeks, as might be deemed most eligible, via Mt. Vernon, to the Indiana State line, at any point between Willshire and Fort Recovery inclusive.

An amendatory act of March 12, 1849 (47 O. L., 167), authorized the construction of a branch road from Coshocton, via Newark, to Columbus, provided that any company thereafter constructing a road from the Ohio River, opposite Wheeling, by way of Short Creek and Little Stillwater valleys, shall have the right to connect such road with that of the Steenbenville and Indiana Company, at any point in the valley of the Tuscarawas River.

This company was further authorized, with the consent of the Virginia Legislature, or by arrangement with any company having authority from that State, to construct a bridge or viaduct across the Ohio River at Steenbenville, so as to connect with a road leading eastward from that place, such bridge or viaduct to be so constructed as not to interfere with navigation of said river.

This act also authorized the several townships, incorporated towns and counties through which said road may be located to subscribe to the capital stock of the company.

Under these and other amendatory acts the company constructed its road from Steenbenville to Newark, 117½ miles, and a branch from Cadiz Junction, on the main line, to Cadiz, 7½ miles; but the company becoming unable to meet its liabilities, September 2, 1859, suit was brought in the Harrison County Common Pleas Court for foreclosure of mortgages and sale of the road. T. L. Jewett, President of the company, was appointed receiver, and the road was operated by him under orders of the court.

A plan was prepared and submitted to the creditors and stockholders for an adjustment of liabilities and a reorganization of the company, with the view of extending the road east to Pittsburgh and west to Columbus. In order that this might be effected more readily and promptly, in consideration of the number of parties interested, an order was issued by the court January 6, 1864, directing a sale of the entire property and road of the company lying within the towns of Steenbenville and Newark and be-

tween the same, and the branch thereof to Cadiz, including the rights of way held and contracted for, etc.; under which the road and property was sold at public auction February 27, 1864, to J. Edgar Thompson, H. M. Alexander and George W. McCook, representing certain mortgage creditors, for the sum of \$1,908,889. This sale was never confirmed by the court, and the property remained in the hands of the receiver, who, with the co-operation of the board of directors of the company, continued to operate the road all proposed arrangements for the extrication of the company from its financial embarrassments being submitted to said board of directors at regular meetings of the same.

October 1, 1864, the receiver, on behalf of the company, and under the orders and approval of the court, purchased an undivided half of that part of the Central Ohio Railroad lying between Newark and Columbus, 23 miles, paying therefor the sum of \$775,000. December 26, 1867, the company filed with the Auditor of State a certificate of an order for issue of \$2,500,000 of preferred stock, under authority of the act passed March 29, 1856 (53 O. L., 35), "to enable railroad companies to fund their floating debt." By act of March 24, 1849, the Pittsburgh and Steubenville Railroad Company (of Pennsylvania) was incorporated (Laws of Pennsylvania, 1850, appendix, p. 952), with power to construct a railroad commencing near Pittsburgh, thence in the direction of Steubenville, on the Ohio River, to a point on the line between Pennsylvania and Virginia, subject to the provisions of the "act regulating railroad companies," approved February 16, 1849. (Laws of Pennsylvania, 1849, p. 79.) A supplementary act of April 21, 1852 (Laws of Pennsylvania, 1852, p. 418), authorized the company to extend its road into Pittsburgh, to connect with the Pennsylvania Railroad, and with any other railroad at the Virginia State line, and to construct branches from the main line in the counties of Allegheny and Washington to any points therein, or in Beaver county. This act also authorized certain cities and boroughs to subscribe to stock.

Section 10 of the act of April 18, 1853, authorized subscription by the company to the extent of \$150,000 to the capital stock of any railroad of Virginia intended to connect with its line of road; and at the sessions of 1853 and 1854 several acts were passed authorizing subscriptions from counties and cities to be made to the stock of the company. December 30, 1857, a lease and agreement was entered into and made between the company and the Western Transportation Company of Pennsylvania, whereby the former contracted with the latter for the construction and completion of a single-track railroad from Pittsburgh to a point near Steubenville, and in order to equip the same when constructed, rendering the most advantageous to all parties in interest, this company agrees to execute this lease and all contingent renewals thereof, subject to covenants and agreements thereafter specified; this company to lease to said Western Transportation Company all its property, lands, tenements, materials, rights of way, and property of every description, and all claims, rents, etc., thereof, for the term of twenty years from the time said road shall have been completed and in working order; said Western Transportation Company to equip, maintain and operate said railroad as soon as completed, and to pay and apply for and on behalf of this company 40 per cent. of the gross earnings of said road for payment of interest on bonds and dividends on stock of the company; lease renewable under certain prescribed conditions. At the expiration of this lease said Western Transportation Company to surrender and deliver up to this company all that portion of the single-track railroad which said company shall have built under said agreement, with all appurtenances, this company at the time of such surrender to purchase all rolling stock, machinery, tools, etc., used by the Western Transportation Company in running said road.

An act of March 1, 1859, extended the time for completion of the road of the company ten years. (Laws of Pennsylvania, 1859, p. 92.) A joint resolution of the Legislature, February 22, 1859, requested the Legislature of Virginia to grant authority to the company to construct a road through a portion of that State. March 6, 1857, the road of this company (between Pittsburgh and Steubenville) was sold under a first mortgage, and the new corporation organized under the act of Pennsylvania approved April 8, 1861 (Laws of Pennsylvania, 1861, p. 259), to run and manage the same, adopted the name of *Pan-Handle Railway Company*. The act of March 23, 1868 (Laws of Pennsylvania, 1868, p. 123), merges the *Pan-Handle Railway Company* from the second provision, section, of a act of March 1, 1855 entitled "An act supplementary to an act regulating rail road companies," approved February 19, 1849, which reads: "*And provided further*, that nothing in this act contained shall be taken to authorize the consolidation of one company or corporation with that of any other State, or laws shall not also authorize the like consolidation."

The *Holliday's Cove Railroad Company* (of Virginia and West Virginia) was incorporated by act of March 30, 1850 (Laws of Virginia of 1850-50, p. 63, chap. 120), for the purpose of constructing a rail road from the western boundary line of Pennsylvania to or near Toledo, Ohio, authorizing the company to construct a railroad bridge across the Ohio River, the purchase and use as its own of any railroad or road or ere before constructed, in whole or in part, between its terminal, and the boats, any person or persons, citizens and non citizens or foreign, of its bridge or railway. January 19, 1863, an amendatory act (Laws of West Virginia, 1862-63, p. 15), authorized the company to construct a road authorized from its terminus on the eastern side of the Ohio River, through Wheeling, to Wheeling, and repealed sections 7 to 13 inclusive of the act of March 23, 1861 incorporating the company; but provided this act shall be of no effect until the Western Transportation Company transfer certain right it has in the Wheeling Bridge Company.

The Steubenville railroad bridge (belonging to the Pittsburgh, Cincinnati and St. Louis Railway Company) was built under section 2 of act of Ohio, March 12, 1840 (46 O. L., 266) the joint resolution of the Ohio General Assembly, February 25, 1852 (59 O. L., p. 29 of Resolutions) the act of Virginia, March 30, 1860, incorporating the Holliday's Cove Railroad Company, the amendatory act thereto of January 19, 1863, and the act of Congress approved July 14, 1862, chap. CLXVII.

October 1, 1865, an arrangement was perfected between the receiver of the Steubenville and Indiana Railroad, the Holliday's Cove Railroad Company, and the Pittsburgh and Steubenville Railroad Company, for operating the three roads extending from Columbus, Ohio, to Pittsburgh, Pennsylvania, under the name of "*Pittsburgh Columbus and Cincinnati Railroad*."

May 11, 1868, was filed in office of Secretary of State of Ohio (Record of Corporations No. 5, p. 290) agreement of consolidation between the Pan-Handle Railway Company of Pennsylvania, the Holliday's Cove Railroad Company of West Virginia, and the Steubenville and Indiana Railroad Company of Ohio, dated March 17, 1868; filed also with Secretaries of State of Pennsylvania and West Virginia.

Said parties to the consolidation, as authorized by the laws of the several States, [in Ohio under act of April 10, 1856 (53 O. L., 143)], merge and consolidate their capital stock, franchises and property, the name of the consolidated company to be the Pittsburgh, Cincinnati and St. Louis Railway Company; to have 13 directors; capital stock, 200,000 shares of \$50 each, 60,000 shares to be first preferred, and 140,000 shares common stock; and provide for the conversion of capital stock of the companies parties thereto

into stock of the consolidated company; the same being ratified by the stockholders of the Pan-Handle Railway Company March 7, 1868, of the Holiday's Cove Railroad Company May 1, and of the Steubenville and Indiana Railroad Company May 7, 1868.

Subsequently (within the year 1869) the sale of the Steubenville and Indiana Railroad, February 17, 1864, before noticed, was set aside by the court, the accounts of the receivership settled, the receiver discharged, and his acts, proceedings, etc., and all other orders of the court, or in his own name, with the knowledge and approval of the board of directors, were approved by a vote of the stockholders (more than three-fourths of the stock being represented), and acquiesced in by the mortgage creditors.

January 22, 1869, the Pittsburgh, Cincinnati and St. Louis Railway Company made a lease, in connection with the Pennsylvania Railroad Company, of the Columbus, Chicago and Indiana Central Railway, for the term of 99 years from February 1, 1869, renewable forever, with all its property and appurtenances, equipment, fixtures, etc., etc.; agreeing to keep and preserve said railroad in good working condition for first-class road; maintain in good repair and condition all its rolling stock, fixtures, etc., during the term of the lease; paying out of the gross earnings all taxes and assessments on the property thereby demised; retaining 70 per cent. of the surplus for operating the line, the remaining 30 per cent. to be paid to the Columbus, Chicago and Indiana Central Railway Company for the payment of interest on its bonds—said lessee guaranteeing the payment of this interest should the said 30 per cent. be insufficient.

The lessee to provide an annual sinking fund for the payment or redemption of the \$20,000,000 7 per cent. bonds of the Columbus, Chicago and Indiana Central Railway Company, as required by terms of mortgages therefor; upon the redemption and cancellation of said bonds, that company to issue, at the option of the lessee, at par, bearing 7 per cent. interest, for an equal amount, to be secured by a mortgage having a first lien, if required, or shares of its capital stock at par.

All contracts of the Columbus, Chicago and Indiana Central Company are assigned to lessee, who is to provide means for and acquire needed right of way and real estate, erect such depot buildings, shops, and other permanent construction as may, and may be required to accommodate the traffic of said leased road; and for actual advances so made, be entitled to receive income bonds, bearing 7 per cent. interest, at par, convertible at the option of the holder into stock. The aggregate so required and expended for the next three years not to exceed \$2,000,000; that class of expenditures thereafter and the means required for that purpose to be subjects of mutual agreement.

No bonds to be issued by the said Columbus, Chicago and Indiana Central Company without consent of the boards of directors of the several parties to the lease beyond the \$15,000,000 1st mortgage consolidated, the \$5,000,000 2d mortgage consolidated, and the \$2,000,000 of income bonds hereby provided for; the one-half part of said \$5,000,000 2d mortgage bonds to be used in taking up certain income and other bonds outstanding (exclusive of the \$15,000,000 loan aforesaid) on the different lines composing the railway of the lessor, and the other half part to be used in paying off the debts due and to become due, of all kinds, of said Columbus, Chicago and Indiana Central Railway Company, except the said bonded debt of \$20,000,000; and it was further agreed that no stock shall be issued by said company beyond the sum of \$15,000,000, except as the same may be increased by conversion of bonds into stock, in which case such bonds shall be canceled, making in the aggregate bonds and stock \$35,000,000.

In regard to procuring east and west traffic, it provides that the Pennsylvania Railroad Company, the third party to the contract, shall not discriminate against the first and second parties in granting or furnishing greater facilities to other connecting lines.

The Pennsylvania Railroad Company guarantees to the Columbus, Chicago and Indiana Railway Company the faithful performance by the Pittsburgh, Cincinnati and St. Louis Railway Company of all it has covenanted and agreed to perform, and in event of default, or its failure so to do, upon notice in writing of the nature, etc., of such failure or default, to keep and perform the same on behalf of said Pittsburgh, Cincinnati and St. Louis Railway Company; and in that event said Pennsylvania Railroad Company, at its option, to be entitled to all the profits and advantages which might accrue therefrom to the Pittsburgh, Cincinnati and St. Louis Company; also agreeing that the lines of railway so formed, maintained and operated, shall at all times be placed upon a perfect equality with other lines that may connect at Pittsburgh as to rates, facilities for joint transportation for all classes of traffic to and from all points west and east; proceeds of joint traffic to be divided pro rata, etc.

December 1, 1869, the Little Miami Railroad Company let, demised and leased to the Pittsburgh, Cincinnati and St. Louis Railway Company for the term of 99 years, renewable forever, all right, title, and interest in its line of road from Cincinnati to Springfield; the street connection in Cincinnati; the Dayton, Xenia and Belpre Railroad, from Dayton to Xenia; the Dayton and Western and the Richmond and Miami Railroads, extending from Dayton to Richmond, Indiana; and the Columbus and Xenia Railroad, from Columbus to Xenia, with all their appurtenances, and assigning and transferring to said lessee all leases and leasehold or other estates, personal property, rights, credits, and effects.

In consideration of the assets and property thus transferred, leased and demised, it was stipulated that the capital stock of the Little Miami Railroad Company (now \$3,572,400) may be increased, so that the aggregate capital, including that of the Columbus and Xenia Railroad Company (now \$1,786,200), will be \$6,000,000; and that the rental to be paid said Little Miami Railroad Company shall be equal to 8 per cent. per annum on that amount of capital stock—being in the aggregate \$480,000 per annum—payable in quarterly installments; the Little Miami Company, out of the rental, paying the stockholders of the Columbus and Xenia Railroad Company 8 per cent. per annum on its stock as aforesaid.

The lessee also assumed payment of the interest on the bonded debt and other liabilities of the lessor. Upon the maturity of said bonded debt (amounting to \$1,500,000, and a loan from the city of Cincinnati of \$100,000), the Little Miami Company to provide for payment of the principal thereof, either by payment, renewal or extension from time to time, by the issue of an equal amount of other 6 per cent. bonds, payable 90 years after date, of like tenor, secured by mortgage on its railroad, to have a prior lien over this lease and agreement; the interest on any such bonds to be a part of the liability assumed by the lessee—it being understood and agreed, in event the Little Miami Company shall pay off or discharge the said bonds, or any of them, the lessee is to pay, semi-annually, in addition to the rent hereby agreed to be paid, an amount equal to the semi-annual interest on such bonds so paid and discharged. The said Little Miami Railroad Company, after the taking effect of the lease, not to create any new debt or liability, except as therein provided, without the consent, in writing, of the lessor and the Pennsylvania Railroad Company, the latter guaranteeing the performance of the covenants of the Pittsburgh, Cincinnati and St. Louis Railway Company, the said lessee.

It is stipulated that this lease and contract may be assigned and transferred to the Pennsylvania Railroad Company, but to no other party, without the consent, in writing, of the Little Miami and Pennsylvania Railroad Companies.

May 1, 1873, the Pittsburgh, Cincinnati and St. Louis Railway Company took possession,

under lease for 99 years from January 1, 1873, of the road and property of the Cincinnati and Muskingum Valley Railway Company, contracting that any surplus remaining after paying expenses of running and maintaining roadway, interest, etc., shall be paid to stockholders of that company. The traffic, earnings, etc., upon the Cincinnati and Muskingum Valley Railway are not included with that of the other lines operated by the lessee, but are reported separately.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY.

The *Ohio and Pennsylvania Railroad Company* was incorporated February 24, 1848, by the Legislature of Ohio (46 O. L., 261), with power to construct a road from Mansfield eastwardly, via Wooster, Massillon and Canton, to a point in the eastern boundary line of Ohio within the county of Columbiana, thence to Pittsburgh, in the State of Pennsylvania; and from Mansfield westwardly, via Bucyrus, until it intersects the west line of the State of Ohio at a point to be determined by the company, with privilege, in locating road from Canton, to connect its road with the Cleveland and Pittsburgh Railroad at any point south of the village of North Georgetown, in Columbiana county, on terms to be agreed upon.

April 11, 1848, the Legislature of Pennsylvania passed "an act to incorporate the Ohio and Pennsylvania Railroad Company" (Laws of Pennsylvania, 1848, appendix, 754; see also 47 O. L., 377), by and in which the Ohio act of February 24, 1848, was ratified and confirmed, and the same enacted into a law of Pennsylvania, so far as the same can apply to that Commonwealth; and providing for a connection at Pittsburgh with the Pennsylvania and the Pittsburgh, Kittanning and Warren Railroads, as well as all lateral roads incorporated by Pennsylvania.

Several acts were passed by the Ohio Legislature, at its sessions of 1849-50 and 1851, authorizing subscriptions by counties and towns to the capital stock of the company.

The Ohio and Indiana Railroad Company was incorporated by act of the Ohio Legislature March 20, 1850 (48 O. L., 297), with power to construct a railroad from a point to be selected by the company, on the Cleveland, Columbus and Cincinnati Railroad, in Richland county (Crestline was the point thus selected), via Bucyrus and Upper Sandusky, to the west line of the State of Ohio, and thence to Ft. Wayne, Indiana.

Counties, towns and townships through which the said railroad may be located were authorized and required to subscribe to the capital stock, by and with the consent of the legal voters in each case expressed as provided therein.

By act of January 15, 1851, the Indiana Legislature (Ind. L., 1851, p. 256), granted the full and entire assent of that State to all and each of the provisions of the act of the Ohio Legislature of March 20, 1850, "to incorporate the Ohio and Indiana Railroad Company," ratifying, adopting and confirming said act, and enacting the same into a law of Indiana, so far as the same can be applicable to said State.

The Ft. Wayne and Chicago Railroad Company was incorporated September 22, 1852, by filing articles of association with the Secretary of State of Indiana, under the provisions of the "act to provide for the incorporation of railroad companies," approved May 11, 1852 (Vol. I Ind. Stat., 504), to build a road, its eastern terminus to be at the western terminus of the Ohio and Indiana Railroad, adjoining the city of Ft. Wayne; thence westward, terminating at a point on the west line of the State of Indiana, in the direction of Chicago, within the county of Lake.

By act of February 5, 1853, "to incorporate the Ft. Wayne and Chicago Railroad Company" (Laws of Ill., 1853, p. 105), the company was authorized, as organized under laws of Indiana, to construct, maintain and use its railroad from the western line of

Indiana, at and from the point in the county of Cook where said road shall intersect the same, to Chicago.

Under the authority and provisions of act of Indiana, February 23, 1853 (Laws of Indiana, 1853, p. 105), to authorize railroad companies to consolidate their stock with that of other railroad companies, in that or any adjoining State, and connect their roads with those of said companies, etc.; that of Illinois, February 28, 1854 (Laws of Illinois, 1854, p. 9), to enable railroad companies to consolidate their stock, and the act of Ohio Legislature of April 10, 1855, took effect May 1, 1856 (53 O. L., 143), to authorize the consolidation of railroad companies in Ohio with those of States adjoining, etc.; to the provisions of which the full and entire assent of Pennsylvania was given by act April 16, 1856 (Laws of Pennsylvania, 1856, p. 367), which adopted, ratified and confirmed said act, enacting the same into a law of Pennsylvania, so far as the same can be applicable to the Ohio and Pennsylvania Railroad Company, for the purpose of consolidating with the Ohio and Indiana and the Ft. Wayne and Chicago Railroad Companies, or either of them; articles of agreement were filed with the Secretary of State of Ohio July 26, 1856 (Record of Corporations No. 1, p. 325), also with the Secretary of Commonwealth of Pennsylvania, by and between the Ohio and Pennsylvania Railroad Company, of Ohio and Pennsylvania, the Ohio and Indiana Railroad Company, of Ohio and Indiana, and the Ft. Wayne and Chicago Railroad Company, of Indiana and Illinois, under which the companies named formed a consolidated company, taking the name of the *Pittsburgh, Ft. Wayne and Chicago Railroad Company*.

It being conceded that the estate, property and franchises of the parties to be vested in the new company are of unequal value, to adjust and equalize such difference, it was agreed that in the exchange of each \$100 of stock held in the several companies, the stockholders of the Ohio and Pennsylvania Railroad Company shall be entitled to receive \$120, of the Ft. Wayne and Chicago Railroad Company \$105, and of the Ohio and Indiana Railroad Company \$100.

All stock and bonds of either company party to the consolidation, held or owned by either of the other companies, or hereafter in their control, to be surrendered and merged in the consolidated company, thereby lessening its capital stock and liabilities to the amount of such surrendered stock and bonds.

The rights, franchises, property, etc., and all just debts and liabilities existing against said several companies parties to the agreement to vest in the consolidated company, which was, as soon as practicable, to proceed with the construction of the entire road of the said Fort Wayne and Chicago Railroad Company, and complete the same into the city of Chicago.

The articles were ratified by the stockholders of the Ohio and Indiana Railroad Company June 24th, of the Fort Wayne and Chicago Railroad Company June 26th, and of the Ohio and Pennsylvania Railroad Company July 2, 1856.

Owing to the failure of the new company to pay maturing interest on the bonded debt assumed, suit was brought December 6, 1859, in the United States Circuit Court for the Northern District of Ohio, by bondholders, for the foreclosure of mortgages of the Ohio and Pennsylvania Railroad Company, and December 8, 1859, the road was placed in the hands of a receiver.

In pursuance of a proposed plan and arrangement by which, under the pending legal proceedings before stated, and auxiliary proceedings in the United States District Courts of each of the other States through or into which the said road passed, the whole property was to be sold, and purchase thereof made for the benefit of all classes of creditors assenting to the arrangement, the following legislation was secured :

March 31, 1860, the Pennsylvania Legislature passed "An act to provide for the reorganization of the Pittsburgh, Fort Wayne and Chicago Railroad Company" (Laws of Pennsylvania, 1860, p. 498), which enacted that in case of the sale of said road, or any part thereof in pursuance of power or authority conferred in any mortgages or deeds of trust, the purchasers were constituted a body corporate in deed and in law, a certificate of such organization to be filed with the Secretary of the Commonwealth; the said corporation formed pursuant to this act to have power to acquire, by purchase or otherwise, and to hold, use and enjoy the Pittsburgh, Fort Wayne and Chicago Railroad, or any part thereof, with all the rights, franchises and privileges connected therewith or necessary or convenient to the use thereof.

A decree was entered June 10, 1861, by the United States Circuit Court of the Northern District of Ohio, in the case of Charles Moran, L. A. Von Hoffman and others *vs.* Ohio and Pennsylvania Railroad Company and others, that the Pittsburgh, Fort Wayne and Chicago Railroad Company (being by contract of consolidation bound to pay the principal and interest due and to become due of the bonds of the said Ohio and Indiana, Fort Wayne and Chicago, and Ohio and Pennsylvania Railroad Companies, severally specified in these proceedings), by July 2d following pay into the hands of the receiver in the case the several amounts of money herein found to be due, unpaid or in arrears for interest upon the several bonds of said several original companies, to be held subject to further order of the court. And in default of such payment, the railroad, including right of way and all property, together with all corporate franchises of said company and the said original companies severally, including their right and franchises to be and act as a corporation, to be sold as an entirety by the complainants, John Ferguson and Thomas E. Walker, the grantees in trust of the mortgage or deed of trust made by the said Pittsburgh, Fort Wayne and Chicago Railroad Company, in their said capacity of trustees and as special master commissioners of the court; sale to be made by public auction to the highest bidder, for cash in hand, but for not less than \$500,000; said railroad, property and franchises to be sold free from all liability for any lien, liability or debt against said consolidated or original companies or either of them, but subject, nevertheless, to the liens, if any such exist, upon any real estate included in the sale, for purchase money thereof not provided by decree of the courts to be paid out of the proceeds of the sale, or by former orders or decrees to be paid otherwise.

Decree concurred in by the United States Circuit Courts of the Western District of Pennsylvania, District of Indiana, and Northern District of Illinois.

September 7, 1861, default having been made in said payment, an order of sale was issued by the court to the trustees and special master commissioners for sale of property, franchises, etc., in pursuance of said decree; and in conformity therewith, duly advertising as directed, the railroad of the Pittsburgh, Fort Wayne and Chicago Railroad Company, including its property and franchises, and of the several original companies, as an entirety, was offered for sale at public auction at the United States Court-house at Cleveland, October 24, 1861, and purchased by James F. D. Lanier, J. Edgar Thompson, Samuel J. Tilden, Louis H. Meyer and Samuel Hanna, as agents and trustees and attorneys in fact of various persons who had united in an agreement to compete at said sale through said agency, for the sum of \$2,000,000, payable cash in hand; and the same day a decree of court was entered confirming the sale and directing purchase money to be paid into the hands of the receiver; and it being made to appear to the court that the same had been paid as directed, it was further ordered that said special master commissioners and trustees, in their several capacities, or the survivor of them, and the said Pittsburgh, Fort Wayne and Chicago Railroad Company do convey the said property

and franchises to said purchasers upon their request in conformity with the former order in the premises.

Decree concurred in by the United States Circuit Courts of the Western District of Pennsylvania, District of Indiana, and Northern District of Illinois.

February 19, 1862, the trustees and special master commissioners, in pursuance of the orders of the court, executed a deed conveying to the purchasers at the judicial sale the railroad of the said Pittsburgh, Fort Wayne and Chicago Railroad Company, extending from Pittsburgh to Chicago, with all property, appurtenances, etc., etc., together with all the corporate franchises of said company, and of the original companies composing the same, including the rights and franchises of said several companies to be and act in a corporate capacity.

February 25, 1862, George W. Cass, President of the Pittsburgh, Fort Wayne and Chicago Railroad Company, executed in compliance with the orders of the court a deed conveying the road and property to the previously named purchasers of the same under the judicial proceedings.

February 26, 1862, was filed with the Secretary of the Commonwealth of Pennsylvania a certificate setting forth the organization, under the above named act of March 31, 1860, of the "*Pittsburgh, Fort Wayne and Chicago Railway Company*."

The plan of reorganization provided for the issue of 7 per cent. first mortgage bonds, not exceeding \$5,250,000 (interest after 1st of January, 1862), to be convertible at holder's option into 6 per cent. bonds, but irredeemable, except by the operation of a sinking fund provided for that purpose of 1 per cent. on amount thus converted, to be reserved at the time interest on said bonds is payable, and of all the surplus net earnings of the company, after paying interest on its bonds and dividends at the rate of 6 per cent. on its stock, until \$2,500,000 shall have been redeemed. Holders of the first mortgage bonds of the Ohio and Pennsylvania, the Ohio and Indiana, and of the Fort Wayne and Chicago Railroad Companies, to be entitled on assignment of such bonds to above named first mortgage bonds of the new corporation equal to the amount surrendered, and which are to entitle the holders to vote at all stockholders' meetings at the rate of one vote for every \$200 of their par amount.

Seven per cent. second mortgage bonds to be issued to an aggregate amount not exceeding \$5,100,000, convertible and payable as in case of first mortgage bonds, interest after April 1, 1862, and also entitling holders to vote at stockholders' meetings—a provision to be inserted in said mortgage that in case of sale by virtue thereof, a portion of said bonds not exceeding \$100,000 shall have priority in payment of the principal; said portion to go to the holders of the second mortgage bonds of the Ohio and Indiana Railroad Company, in consideration that the amount of charge formed upon the line covered by the first and second mortgage bonds of that company is but slightly in excess of the first lien upon other portions of the line. The remainder to be exchanged with holders of the second mortgage bonds or income bonds of the Ohio and Pennsylvania, the third mortgage bonds of the Ohio and Indiana, and the construction bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Companies, on assignment of such bonds and coupons issued therewith for the principal of the bonds so assigned, and for the par amount, without interest, of such coupons thereof as matured on or before October 1, 1859.

Third mortgage bonds to an amount not exceeding \$2,000,000 to be issued, entitling the holder after April 1, 1862, to such net earnings, not exceeding 7 per cent. per annum, as may be made in each preceding year, after paying interest on prior mortgage bonds, but to have priority to dividends on stock, or any expenditure other than may be necessary to maintain and renew the railway, appurtenances and equipments; the application

of earnings to be secured by a trust deed. The holders of said bonds to be entitled to vote at stockholders' meetings, one vote for every \$100 par value of such bonds, which are to be exchanged with the holders of the second mortgage or income bonds of the Ohio and Pennsylvania, the second and third mortgage of the Ohio and Indiana, and of the construction bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Companies, for the par amount, without interest, of such coupons of said bonds as matured after October 1, 1859, and up to April 1, 1862; and of the bonds known as real estate convertibles, issued by the Fort Wayne and Chicago Railroad Company, payable April 1, 1874; and of similar bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Company, payable December 1, 1866, upon their assignment of said bonds, with the coupons issued therewith and remaining unpaid; and with general creditors—holders of valid and just debts against the Pittsburgh, Fort Wayne and Chicago Railroad Company—an equivalent amount, upon the assignment of such debts.

The construction bonds outstanding as collateral to be used in the adjustment of floating debts secured by such bonds to an amount, including those actually sold, not exceeding 2,450 bonds in the aggregate.

Capital stock to be created limited to the amount of \$6,500,000, dividends thereon limited to 6 per cent. per annum, to be exchanged for an equivalent amount of stock of the Pittsburgh, Fort Wayne and Chicago Railroad Company, upon assignment thereof by holders.

February 28, 1862, certificates of the organization of the "Pittsburgh, Fort Wayne and Chicago Railway Company" were filed with the Secretary of State of Indiana, in pursuance of an act of March 5, 1861 (Laws of Indiana, 1861, page 149), and with the Secretary of State of Illinois, in conformity with an act of February 8, 1861. (Laws of Illinois, 1861, page 518.)

March 2, 1862, the said trustees, purchasers at judicial sale of the road, property, etc., of the Pittsburgh, Fort Wayne and Chicago Railroad Company, in consideration of the agreement of the Pittsburgh, Fort Wayne and Chicago Railway Company to purchase said road and property, and its having for that purpose made and delivered to said trustees, etc., its first, second, third and fourth mortgage bonds, aggregating \$12,350,000, secured by liens respectively created by deeds of trust, and also issued and delivered capital stock amounting in the aggregate to \$6,500,000, executed a deed conveying to the said Pittsburgh, Fort Wayne and Chicago Railway Company all the estate and interests in said railway and appurtenances, property, rights and franchises, acquired and held by them in virtue of said purchase, and no more; the estate and interests being charged with and to pass subject to the aforesaid deeds of trust, or mortgages made to secure the payment of the bonds above named, and the payment of all liabilities incurred in respect to said railway or its business by said trustees, purchasers thereof, during their possession of the same.

The railway company covenanting that it will at all times hereafter perform and keep all the conditions, covenants, agreements, etc., contained in the several deeds of trust, or either of them, to be by said trustees, etc., performed, and that whenever and as often as it or its successors shall hereafter acquire any roads, equipment or other property, of whatever nature, for use in connection with said railway or any part thereof, or shall acquire any franchises, including every franchise to be a corporation, which may hereafter be granted to said company, it will acquire, hold and possess the same upon the said assumed trusts.

September 20, 1862, the Pittsburgh, Fort Wayne and Chicago Railway Company, in pursuance of its covenants in above named indenture, executed to John Ferguson and

Samuel J. Tilden, the trustees of the three several deeds of trust, a deed conveying to them the entire railway, property of every description, appurtenances, franchises, etc., etc., subject to said several deeds of trust or mortgage, and to the other liens in them and in said indenture, or either of them, mentioned; to have and to hold the same, subject as aforesaid in trust nevertheless, for the purposes expressed, and upon the trusts declared in said three several deeds of trust named in said conveyance, according to the priorities thereby established.

December 31, 1863, the Pittsburgh, Fort Wayne and Chicago Railroad Company granted, conveyed and confirmed to the Pittsburgh, Fort Wayne and Chicago Railway Company the franchise to be a corporation originally vested in it, prior to the judicial sale of the road, property, etc., by the acts of the General Assembly of the State of Ohio, granting the same to it, or to the Ohio and Pennsylvania Railroad Company, or to the Ohio and Indiana Railroad Company.

December 15, 1862, the new company entered into a contract with the Cleveland and Pittsburgh Railroad Company for the period of twenty-five years, by which the latter were to have joint use of its road between Rochester and Pittsburgh, paying a monthly rental of \$7,083.33, also one-half the actual expense of keeping the road in repair, and the two companies to make a division of their gross earnings upon the basis of 73½ per cent. to this, and 26½ per cent. to the Cleveland and Pittsburgh Company.

This contract was modified February 16, 1866, as to division of gross earnings.

June 29, 1865, the company leased all of the road and property and appurtenances, except locomotives, cars, furniture, tools, etc., of the New Castle and Beaver Valley Railroad Company for the term of ninety-nine years from July 1 following, with all powers, privileges, etc., of the lessor, for the operation and use of the road, etc., the lessee to make certain improvements, replacing trestle-work with earth embankments, etc., etc.; in consideration, this company covenanting and agreeing to operate said road continuously during the said term; to keep up and maintain the same; to pay all taxes, duties and assessments of whatever nature levied on the said road, property and appurtenances, receipts, earnings, etc., and to pay to said lessor, monthly, forty per cent. of the gross earnings of said road, stipulating that said forty per cent. shall not in the aggregate be less than \$40,000 in any one year.

The New Castle and Beaver Valley Railroad Company was incorporated February 26, 1862 (Laws of Pennsylvania, 1862, page 12), under provisions of "act regulating railroad companies," approved February 19, 1849 (Laws 1849, p. 79), to construct a road from, at or near New Castle, Lawrence county, to Homewood Station, Beaver county.

July 1, 1865, the company purchased of Geo. W. Cass and John J. Marvin (the purchasers at judicial sale thereof November 2, 1864), the road, property and franchises of the Cleveland, Zanesville and Cincinnati Railroad Company. [For further particulars, see Cleveland, Mt. Vernon and Delaware Railroad Company, page 115.]

June 21, 1869, the company leased the road, etc., of the Lawrence Railroad Company, extending from a point on the New Castle and Beaver Valley Railroad, at Mahoningtown, Lawrence county, Pennsylvania, to Youngstown, Mahoning county, Ohio, for the term of ninety-nine years from date, covenanting to continuously operate the same during said term; furnish at all times reasonable facilities to the public; keep up and maintain the road and property; make necessary renewals, etc.; pay all taxes, assessments, etc., on said road, property, receipts and earnings; keep accurate account of the business of the road, and pay to the lessor, monthly, forty per cent. of the gross earnings, stipulating the amount thus paid in any one year shall not be less than \$45,000.

June 22, 1869, the Pittsburgh, Fort Wayne and Chicago Railway Company leased the

Corporate History.

road, property and appurtenances of the Massillon and Cleveland Railroad Company for the term of ninety-nine years, together with right to use and operate the same, undertaking to continuously operate during said term the railroad and appurtenances thus leased, and to furnish the public all reasonable facilities for transportation, to the extent of the capacity of the track, sidings, stations, etc., and to keep up, maintain and renew the same, pay taxes, duties, etc., assessed thereon, paying said lessor, monthly, forty per cent. of the gross earnings of the road, expressly agreeing that such payments shall amount in each and every year to at least \$20,000. [For further particulars, and history of the Massillon and Cleveland Railroad Company, see page 147.]

By contract dated June 27, 1869, the company leased its entire railway from Pittsburgh to Chicago, and the Cleveland, Zanesville and Cincinnati Railroad (or *Akron Branch*), extending from Hudson, Summit county, to Millersburgh, Holmes county, and thence south $3\frac{1}{2}$ miles to the coal fields in the same county, with all rights of way, property, equipments, and all appurtenances, to the Pennsylvania Railroad Company, for the full term of nine hundred and ninety-nine years, subject to the joint use, right, interest, etc., heretofore granted by the lessor to the Joliet and Chicago Railroad Company of the portion of the passenger depot on Canal street, Chicago, and of the road from said station to the junction with the Joliet and Chicago Railroad; also, payment of the principal and interest of \$143,000 bonds outstanding, secured by mortgage on the Akron Branch, said lessee agreeing to pay as rental therefor \$1,380,000 per annum, payable quarterly, being 7 per cent. interest on \$19,714,286 stock of the lessor; and the further sum of \$1,083,000 annually, being the interest and sinking fund on the bonded debt; and further, pay all taxes and expenses of keeping up the organization of the lessor, and the agencies in New York for the transfer and registry of bonds. Lease taking effect July 1, 1869.

The Pittsburgh, Fort Wayne and Chicago Railway Company also sold, assigned and transferred to said lessee its leases and agreements, as follows:

The lease of the *New Castle and Beaver Valley Railroad*, dated June 29, 1865.

The lease of the *Lawrence Railroad*, dated June 21, 1869.

The lease of the *Massillon and Cleveland Railroad*, dated June 22, 1869.

The agreement and contract made with the Cleveland and Pittsburgh Railroad Company, dated December 15, 1862, and amendment, dated February 16, 1866.

The lessee assumed the carrying out of the various contracts made by lessor with other companies in relation to operation, business, etc., of their respective roads, agreeing to keep up, maintain and operate said railways hereby leased, and pay all damages, liabilities, claims, etc., arising out of the possession and management thereof, saving the lessor harmless in all respects.

November 4, 1869, this company and the Pennsylvania Railroad Company sold and transferred to the Cleveland, Mt. Vernon, Columbus and London Railroad Company—now Cleveland, Mt. Vernon and Delaware—the *Cleveland, Zanesville and Cincinnati Railroad*, and also assigned to the same company the lease of the Massillon and Cleveland Railroad. [See page 147.]

ROCKY RIVER RAILROAD COMPANY.

Certificate of incorporation filed with Secretary of State February 20, 1867 (Record of Corporations No. 4, p. 164). Road constructed from Cleveland to Rocky River—all in Cuyahoga county—is of the nature of a street railroad, carrying principally passengers, connecting at the city limits of Cleveland with a street railroad worked by horse-power.

SANDUSKY, MANSFIELD AND NEWARK RAILROAD COMPANY.

This company, as now organized, and its line of road from Sandusky to Newark—116½ miles—is the result of four separate original corporations.

The Monroeville and Sandusky City Railroad Company was created by act of March 9, 1835 (23 O. L., 3-7), vested with the right to construct a road from Monroeville to Sandusky; amendatory act of March 20, 1841 (39 O. L., 60), authorized the company to extend their line from Monroeville, so as to connect the same with the Mansfield and New Haven Railroad, at Paris, or some intermediate point, as might mutually be agreed upon between the companies.

March 12, 1836 (34 O. L., 452), the Mansfield and New Haven Railroad Company was incorporated, with the right to construct a railroad from the town of Mansfield to the village of New Haven, to intersect the railroad from New Haven to Monroeville.

The act of March 11, 1843 (41 O. L., 63), directed the sale, after giving thirty days' notice, as prescribed, of the Monroeville and Sandusky Railroad, authorizing its purchase by the Mansfield and New Haven Railroad Company, if the highest bidder; in which case the rights and immunities of the said Mansfield and New Haven Railroad Company were to extend from Mansfield to Sandusky, the company to be entitled and known as the Mansfield and Sandusky City Railroad Company.

Under the authority and provisions of this act the Mansfield and New Haven Railroad Company made the purchase, and thereafter was known by the name prescribed.

By act of March 12, 1845 (43 O. L., 415), the Columbus and Lake Erie Railroad Company was incorporated, with power to construct and maintain a railroad from Columbus to Mansfield, or some point on the Mansfield and New Haven or the Mansfield and Sandusky City Railroad, at which point a connection may be made on terms to be agreed upon.

By virtue of an agreement, the road of this company was taken possession of January 1, 1851, and operated by the Mansfield and Sandusky City Railroad Company, and the following June a contract of lease was entered into, which became null and void by the consolidation January 1, 1854, under agreement dated November 23, 1853 (Record of Corporations No. 1, p. 134, office of Secretary of State), of the Columbus and Lake Erie with the Mansfield and Sandusky City and the Huron and Oxford Railroad Companies. The last named company was incorporated by act of February 27, 1846 (44 O. L., 195), and constructed a road from Huron to Oxford township, 8 miles, all in Erie county, where it connected with the road of the Mansfield and Sandusky City Railroad Company, and by which company it was operated as soon as completed, under lease, until the consolidation named above of the three companies, forming the Sandusky, Mansfield and Newark Railroad Company, the capital stock to be \$2,500,000, of which \$1,350,000 was to be divided to the stockholders of the several companies, as follows: To the Mansfield and Sandusky City Company, \$900,000; to the stockholders of the Columbus and Lake Erie Company, \$350,000—this sum being an excess over the stock of said company, said increase to be distributed among the stockholders in proportion to the amount held by each therein; and to the Huron and Oxford Company, \$100,000.

The debts and liabilities of the respective corporations to be assumed and become the debts of the new corporation; it being understood and guaranteed that the debts of said Huron and Oxford Railroad Company shall not exceed \$100,000.

The said corporations to contribute to the new corporation the roads, real estate, buildings, assets and claims, and property of every description belonging to each respectively; and the existing leases of the Columbus and Lake Erie and the Huron and

Oxford Railroad Companies to the Mansfield and Sandusky City Railroad Company to be surrendered and canceled.

The agreement was submitted to the stockholders of each of the said corporations, and duly ratified December 23, 1853.

The new consolidated company became embarrassed, and suit was brought in the Court of Common Pleas of Erie county by Henry Grinnell and others against it for the foreclosure of the several mortgages made by the several companies originally constituting the same, and a receiver was appointed. A plan of reorganization and capitalization was agreed upon by a large majority of the stock and debts in interest, and April 8, 1856, "an act for the relief of the stockholders and creditors" was passed (53 O. L. 105), which made it the duty of the court ordering or decreeing the sale of the railroad, fixtures, rolling stock and other property of said company, under the suit then pending, and to facilitate a compromise and adjustment, "further to order and decree that the corporate franchises of said company shall, by virtue of the sale so to be made, pass to and vest in the purchasers."

May 30, 1856, the court entered judgments in the case, and ordered a sale of the road, property, etc.; in pursuance of which the same was sold July 21, 1856, to three trustees, who purchased for the benefit of the stockholders and creditors parties to the plan of reorganization. The sale was approved and confirmed by the court July 21; and July 25, 1856, the company was reorganized. March 23, 1865, a deed of conveyance was made by the old to the new company.

February 13, 1869, a contract was entered into by and between the Sandusky, Mansfield and Newark, the Central Ohio, and the Baltimore and Ohio Railroad Companies, by which the Central Ohio Railroad Company leased for the term of 17 years and 5 months from July 1, 1869, with the option of continuing the same for 30 years thereafter, and for further terms of like duration, the road and property of the Sandusky, Mansfield and Newark Railroad Company, agreeing to maintain and operate the road, keep up and increase the rolling stock, etc., as the business may require, so as to build up the local business, and to treat the road as part of its own line for through traffic, adjusting rates so as to secure its fair share thereof.

The lessee agreeing to pay as rent \$174,350 yearly, in half-yearly payments: to pay all taxes not exceeding 4 per cent. on the annual gross earnings—any excess to be paid by the Sandusky, Mansfield and Newark Company; to pay all current and running expenses incident to operating the road, and all damages and expenses arising or accruing from running the road under the terms of the lease.

The lessor to keep up its organization as a railroad company during the continuance of the lease, and protect the lessee in the enjoyment and use of the property, rights and franchises of the company.

It was agreed that if a road from Newark south to the coal fields was built during the term of the lease, or any extension thereof, the lessee should receive and transport over or to any point of the road hereby leased all traffic received from or for said southern road; out of the gross earnings arising therefrom to receive 70 per cent., the remaining 30 per cent. to be equally divided between the two companies.

No assignment of the lease, or of any rights under it, to be made without consent of the Sandusky, Mansfield and Newark Railroad Company, made in writing; but this shall not prohibit the lessee from making any agreement with the Baltimore and Ohio Railroad Company, in respect to operating the road hereby leased, it may deem advisable.

The Baltimore and Ohio Railroad Company guarantee the faithful performance by the lessee of all the conditions of the contract.

January 1, 1872, the company leased the road of the Newark, Somerset and Straitsville Railroad Company for the term of 14 years and 8 months from and after April 1, 1872; the Baltimore and Ohio Railroad Company to equip and operate the same, paying all expenses incident thereto, and pay the Newark, Somerset and Straitsville Railroad Company 30 per cent. of the gross earnings of the road, out of which the payment of interest on the bonded debt, \$800,000, is secured, being fifty-six (56) thousand dollars per annum, "in coin." Lease renewable at the end of first term for 20 years additional, and so on from time to time; twelve months' notice to be given, previous to the expiration of any term, of a desire to surrender the same by the Baltimore and Ohio Railroad Company.

TOLEDO, CANADA SOUTHERN AND DETROIT RAILWAY COMPANY.

This company was formed by consolidating, under articles of agreement dated May 29, 1872, and filed with the Secretary of State of Ohio July 15, 1872 [affirmatory certificate of July 19 filed August 1], the Detroit and State Line Railroad Company of Michigan, organized February 21, 1872, and the Junction Railway Company of Ohio; termini Toledo and Detroit, 58 miles.

The latter company filed its certificate in the office of the Secretary of State March 8, 1872, to construct a railroad from the northerly line of the State of Ohio, in Manhattan township, to Toledo, seven miles, all within the county of Lucas.

Annual returns made by the company June 30, 1874, show the entire line laid with rail, but no report is made of operating any portion thereof.

TOLEDO AND MAUMEE NARROW-GAUGE RAILROAD COMPANY.

The certificate of organization of this company was filed with the Secretary of State May 16, 1873, to construct a railroad from Toledo to Maumee, all in Lucas county, seven miles. It is 36-inch gauge, and intended especially for suburban traffic.

TOLEDO, TIFFIN AND EASTERN RAILROAD COMPANY.

This company, originally the Columbus, Tiffin and Toledo Railroad Company, filed its certificate of organization with the Secretary of State August 21, 1867, to construct a road from Columbus to Toledo. There was filed in the office of the Secretary of State, September 23, 1871, a copy of decree of court changing name to Baltimore and Ohio, Toledo and Michigan Railroad Company. Also, same date, copy of decree changing from that name to the Toledo, Tiffin and Eastern Railroad Company.

Under provisions of act of May 4, 1869 (66 O. L., 83), the city of Toledo contracted with the Mansfield, Coldwater and Lake Michigan Railroad Company and this company to build the "Toledo and Woodville Railroad," issued therefor bonds of the city for \$425,000, and March 18, 1873, leased the road to said contractors for the term of 999 years, the lessees to pay "as rent for the said demised premises during the continuance of the whole term aforesaid a sum equal in amount to any and every dividend which may at any time be earned or declared upon the preferred stock of the Toledo, Tiffin and Eastern Railroad, upon shares thereof amounting in the aggregate to \$400,000, * * * but the said rent shall not exceed the sum of 7 per cent. per annum upon said sum of \$400,000." The lessees or their assigns shall grant to the Atlantic and Lake Erie Railway Company the right of joint occupancy with said lessees and their assigns of said Toledo and Woodville Railroad during the continuance of said term, and also of the railway bridge which said lessee, as one condition of the lease aforesaid, agrees to con-

struct from the terminus of said road on the southerly side of the Maumee river to the northerly side thereof and of the passenger depot buildings, upon such terms as they may agree upon.

This company has included the Toledo and Woodville Railroad in the mortgage securing its bonded debt, treating it, in fact, as a part of its own road.

The road of this company is completed from Tiffin to Toledo, 43 miles, and is, including the "Toledo and Woodville Railroad," and the road of the Mansfield, Coldwater and Lake Michigan Railroad Company, under lease for 999 years to the Pennsylvania Company, by whom they are operated in connection with its other lines.

TOLEDO, WABASH AND WESTERN RAILWAY COMPANY.

This line of railway was intended by its projectors to form a direct and continuous route, under one official management, from Toledo, Ohio, to the Mississippi river, passing through the States of Ohio, Indiana and Illinois; but it was deemed best to organize a distinct corporation in each of the States named, and accordingly the Toledo and Illinois Railroad Company filed a certificate of incorporation with the Secretary of State of Ohio April 25, 1853 (Record of Corporations No 1, p. 79), for the purpose of building a railroad from Toledo to the western boundary line of the State, in Harrison township, Paulding county.

August 19, 1853, the Lake Erie, Wabash and St. Louis Railroad Company filed articles of association with the Secretary of State of Indiana for construction, etc., of a railroad from a point on the east line of Allen or DeKalb county, down the valleys of Little and Wabash rivers, through the counties of DeKalb, Allen, Whitley, Huntington, Wabash, Miami, Cass, Carroll, Tippecanoe, Fountain, Warren and Vermillion, to a point on the west line of Indiana, in the general direction of Danville, Illinois; proposed length, 190 miles.

Under agreement dated June 25, 1856, these two companies consolidated, taking the name of Toledo, Wabash and Western Railroad company. Articles filed with the Secretary of State of Ohio August 4, 1856 (Record of Corporations No. 1, p. 332), and of Indiana, September 23, 1856. The capital stock of the two companies to be merged in the new company share for share, and all property, rights, etc., etc., and all the debts and liabilities of each to vest in the consolidated company.

The new company was unable to meet its obligations, and suits for foreclosure of mortgages and sale of road were brought in the United States Court of the Northern District of Ohio April 13, 1858, and May 28 following in the United States Court of the District of Indiana.

July 13, 1858, the former court entered a decree against the *Toledo and Illinois Railroad Company et al.*, and an order of sale of mortgaged property in default of payment, which not having been made as required, the road, including all the property of the company in Ohio, whether real, personal or mixed, right of way, franchises, etc., was sold October 7 by the United States marshal and special master commissioner and purchased by Azariah Boody for the sum of \$800, subject to the mortgages.

October 8, 1858, the court confirmed the sale, and in pursuance of its order a deed was executed to the purchaser on the same date.

By virtue of a decretal order of the United States Court for the District of Indiana, issued in the case against the *Lake Erie, Wabash and Western Railroad Company et al.*, August 25, 1858, the United States marshal and special commissioner sold its road, property, etc., in Indiana October 5, 1858, to Azariah Boody for the sum of \$1,000, subject to mortgages.

The sale was confirmed by the court, and a deed ordered and duly executed on the same date.

Prior to the sales above named the creditors and stockholders of the Toledo, Wabash and Western Railroad Company had entered into a plan looking to a partial restoration of their interests in the property decreed to be sold, by a readjustment—the stockholders of the Toledo, Wabash and Western Railroad Company conceding 75 per cent. of their stock (about three and one-fourth millions) and the minor bondholders and other creditors about one million; and accordingly two new companies were organized—the Toledo and Wabash Railroad Company filing its articles of incorporation July 10, 1858, with the Secretary of State of Ohio (Record of Corporations No. 1, p. 467), for the purchase of the road in Ohio, and the Wabash and Western Railroad Company in Indiana for the purchase of the part of the road in that State, filing articles of association with the Secretary of State September 27, 1858.

The purchases hereinbefore named were made in the interest of these newly organized companies, and were, on the same dates as purchased, conveyed to them by the purchaser at the judicial sales.

Articles of consolidation of these two companies, under the name of the Toledo and Wabash Railway Company, dated October 7, 1858, were filed with the Secretary of State of Indiana December 9, and of Ohio December 15, 1858 (Record of Corporations No. 1, p. 488), by which the capital stock issued, property, indebtedness by mortgage bonds, etc., of the two parties thereto, were agreed to be of equal relative value, and to be on an equal basis, the capital stock of each to be estimated at its par value; the debts, liabilities, etc., of the two companies to be assumed by, and their rights, franchises, property, etc., to vest in, the consolidated company.

Articles of consolidation, bearing date May 29, 1865, by and between above-named Toledo and Wabash Railway Company, the Great Western Railroad Company of 1859 (of Illinois), its line extending from the Indiana State line to Meredosia, Illinois, 175 miles, with a branch from Bluffs to Naples, 4 miles; the Quincy and Toledo Railroad Company (of Illinois), Meredosia to Camp Point, 34 miles, and the Illinois and Southern Iowa Railroad Company of Illinois, Clayton to Carthage, 29 miles, were filed June 30, 1865, with Secretary of State of Illinois, of Indiana, July 3, and July 6, 1865, with Secretary of State of Ohio (Record of Corporations No. 3, p. 91), consolidating their roads, property and capital stock into one company, upon the following basis:

The Toledo and Wabash Railway Company—That its capital is \$10,000,000, composed of \$3,400,000 first mortgage bonds, \$2,500,000 second mortgage bonds, \$600,000 convertible equipment bonds, \$1,000,000 convertible preferred stock, and \$2,500,000 common stock.

The Great Western Railroad Company of 1859—That its capital is \$7,400,000, being \$2,500,000 first mortgage bonds (of which \$1,150,000 are in the hands of a trustee to take up an issue of \$1,000,000 ten per cent. bonds maturing in 1868, the remainder to be used in retiring \$1,350,000 seven per cent. bonds maturing in 1865), \$2,500,000 second mortgage bonds, and \$2,400,000 of stock; this company also to pay the sum of \$780,300 in cash to the consolidated company, that being amount estimated by appraisers appointed for the purpose required to place its road in equal condition with the Toledo and Wabash Railway, etc., etc., and assigning to the consolidated company, to indemnify for extra interest and expenses, all of its first mortgage bonds remaining in the hands of the trustee after retiring the \$1,000,000 ten per cent. bonds due in 1868.

The Quincy and Toledo Railroad Company—That its capital is \$776,000—\$500,000 seven per cent. first mortgage bonds, bearing interest from November 1, 1865, and \$276,000 stock.

The Illinois and Southern Iowa Railroad Company—That its capital is \$300,000 first mortgage bonds and \$10,000 of stock.

The name of the consolidated company to be the *Toledo, Wabash and Western Railway Company*; and all rights, franchises, property, real and personal, debts, etc., of the respective companies named, parties thereto, to vest in, and the bonds and other debts before specified, in the manner and extent specified, and not otherwise provided for in the agreement, to be protected by said consolidated company.

An agreement of consolidation entered into October 6, 1863, and June 3, 1869, by and between the Toledo, Wabash and Western Railway Company and the Decatur and East St. Louis Railroad Company (of Illinois), its line extending 108 miles, was filed with the Secretaries of State (of Indiana, August 8, of Illinois, August 9, and of Ohio, August 10, 1870), by which they consolidated their roads, property and rights, so as to become one corporation.

The conditions were that the Decatur and East St. Louis Railroad Company complete its road from Decatur to the bank of the river at East St. Louis, on the basis of \$10,000 for every mile thereof built, completed, and equipped as a first class road, equal to the Western Division of the Toledo, Wabash and Western Railway, with necessary depots, etc., and an equipment of at least ten locomotives, two hundred box freight cars, six passenger and four baggage and mail cars; said cost of \$10,000 per mile to be represented by bonds to the extent of \$25,000 and stock \$15,000 per mile, to be issued by the company building the road, the bonds to be assumed by and the stock exchanged for stock of the Toledo, Wabash and Western Railway Company. All rights, franchises and privileges, property, appurtenances, etc., of every description, debts, dues, and demands of the two companies to vest in consolidated company; its name to be the *Toledo, Wabash and Western Railway Company*.

Roads under lease per report for the year ending June 30 :

Hannibal and Naples, Illinois.....	52 miles.
Pekin, Lincoln and Decatur, "	67.2 "
Lafayette, Blomington and Mississippi	80.3 "
Lafayette, Muncie and Bloomington, Indiana.....	36.4 "

The Toledo, Wabash and Western Company pay expenses, and guarantee interest on the bonded debt; surplus, if any, goes to the stockholders of the roads respectively.

VALLEY RAILWAY COMPANY.

The certificate of incorporation of this company was filed with the Secretary of State August 21, 1871, to construct a railroad from Cleveland to Bowerston, in the township of Monroe, Harrison county, passing through the counties of Cuyahoga, Summit, Stark, Tuscarawas, Carroll and Harrison.

In compliance with a petition filed with the Clerk of the Court of Common Pleas of Cuyahoga county, a decree was issued May, 1873, authorizing an extension of said railroad from Bowerston, the southern terminus specified, passing through the counties of Harrison and Jefferson to Martin's Ferry, in Belmont county, making proposed length 130 miles.

The grading, bridging, and masonry from Cleveland to Canton, 56 miles, is about completed, and the ties purchased.

It is understood the company has succeeded in making financial arrangements that will enable it to complete and equip the road without delay.

WHEELING AND LAKE ERIE RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State April 6, 1871, to build a railroad from a point in Pease township, Belmont county, at the corporation line of Wheeling, West Virginia, to Toledo, Ohio, 198 miles; passing through Belmont, Jefferson, Harrison, Tuscarawas, Carroll, Stark, Wayne, Ashland, Huron, Erie, Sandusky, Ottawa, Lucas and Medina counties, over such route as the company may determine.

Ten miles is reported as graded to 30th June last.

The right of way over most of the line has been donated, together with necessary grounds for depots, shops, side-tracks, etc.

THE SEVERAL ACTS CONFERRING AUTHORITY ON THE COMMISSIONER, DEFINING DUTIES
OF THE OFFICE, WITH DATE OF PASSAGE, AND REFERENCE TO PAGE WHERE FOUND IN
OHIO LAWS.

AN ACT to provide for the appointment of a Commissioner of Railroads and Telegraphs, and to prescribe
his duties.

[1867, April 5. p. 111, Vol. 64.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That there shall be appointed by the governor, by and with the advice and consent of the senate, within fifteen days after the passage of this act, a person to be styled the Commissioner of Railroads and Telegraphs, who shall hold his office for the period of two years, and until his successor is appointed and qualified. The person who is so appointed shall be an elector of this state, and shall have no official connection with any railroad, nor during the term of his office own or be interested in the stock, bonds, or other property, or in the employ of any railroad. In case of vacancy by death, resignation, removal from the state, or otherwise, the governor shall fill the vacancy and report the name of such appointee to the senate, if in session, and if not, within ten days after the commencement of the next session, who, by the advice and consent of the senate, shall hold his office for the full term of two years, as hereinbefore provided, from the day of his appointment; provided, that if the governor shall at any time become satisfied that the commissioner is inefficient or derelict in the discharge of the duties of his office, or in any way uses the advantage of his position for personal ends, to the disadvantage of the public interest, he is hereby authorized and required, by and with the advice and consent of the senate, if it be in session, to remove the said commissioner from office; and if the senate be not in session, to suspend him from the discharge of the duties of said office, temporarily filling the vacancy as provided for in this section, and reporting the facts to the senate when in session.

SEC. 2. Before entering upon the discharge of the duties of his office, said commissioner shall take an oath or affirmation to support the constitution of the United States and of this state, and to faithfully and honestly discharge his duties as such commissioner, and that he is not an officer, stockholder, or employe of any railroad, or in any way interested therein; or stockholder, officer, or employe of any express or freight company doing business on any of the railroads of this state, or interested therein; or a stockholder, officer, or employe of any telegraph company operating in this state.

[Original section 3, amended April 8, 1871 (63 O. L., 55), as follows:]

SEC. 3. He shall receive for his services three thousand dollars per annum, and be furnished with an office, office furniture and stationery, at the expense of the state. He shall have power to employ a clerk to perform such duties as may be assigned by him, to be paid out of the state treasury, at the rate of twelve hundred dollars per annum.

SEC. 4. Said railroad commissioner shall have the right of passing, in the performance of his duties, on all the railroads in this state, and upon all the trains, and any part thereof free of charge.

SEC. 5. It shall be the duty of such commissioner, whenever it shall come to his knowledge either upon complaint or otherwise, or he shall have reason to believe that any of the officers, employes or agents of any railroad in this state are violating any of the laws of this state relating to railroads, to examine into all such violations; and if such complaint shall be found true, he shall report the same to the governor with his annual report, to be laid before the general assembly. In making such examination, he shall have power to issue subpoena for witnesses and administer oaths. He shall prosecute, or cause to be prosecuted, all violations of any of the laws relating to railroads.

SEC. 6. Whenever the commissioner shall have reasonable grounds to believe, either on complaint or otherwise, that any of the tracks, bridges, or other structures of any railroad in this state are in a condition which renders any of them dangerous, or unfit for the transportation of passengers with reasonable safety, it shall be his duty to inspect and examine the same; and if, on such examination, in his opinion, any of such tracks, bridges, or other structures or works are unfit for the transportation of passengers with reasonable safety, it shall be his duty to give to the superintendent or other executive officer of the company working or operating said defective track, bridge, or other structure, notice of the condition thereof, and of the repairs necessary to place the same in a reasonably safe condition; and may also order and direct the rate of speed of passing trains over such dangerous or defective track, bridge or other structure, until the said repairs are made and the time within which such repairs shall be made by the company; and if any superintendent or other executive officer aforesaid, receiving such notice and order, shall wilfully neglect, for the period of two days after receiving such notice and order, to direct the proper subordinate officers of the company to run the passenger trains over such defective track, bridge, or other structure, at the speed so prescribed by the commissioner; or if any engineer, conductor or other employe of such company shall knowingly disobey such order, every such superintendent, officer, conductor or employe, shall be deemed guilty of a misdemeanor, and on conviction thereof upon indictment shall be fined in any sum not exceeding five hundred dollars, or be imprisoned in the jail of the county in which said indictment may be found for a period not exceeding one year, or both, at the discretion of the court. And the commissioner shall have power to wholly stop the running of passenger trains over such defective track, bridge, or other structure. If said company shall neglect, or without reasonable cause fail to make said repair within the time prescribed by said commissioner, such company, for each and every day that ensues thereafter, and until said repairs are made, shall forfeit and pay to the state the sum of one hundred dollars.

SEC. 7. All prosecutions against railroad companies, or any officer or employe thereof, for forfeitures, penalties or fines for the violation of any of the laws relating to said roads or telegraphs, shall be by action in the name of the state of Ohio, and all moneys arising from such suits shall be paid into the state treasury by the prosecuting attorney or commissioner collecting and receiving the same; and prosecuting attorneys shall be entitled to receive from the state treasury, for their services under the provisions of this act, ten per cent. on all moneys by them collected and paid over.

SEC. 8. It shall be the duty of the prosecuting attorneys of the several counties within, into or through which any railroad is located and worked, upon the application of any person claiming to be aggrieved by violation of the laws of the state, by the superintendents or other executive officer or employe of such road, whereby penalties have been

incurred, upon a careful investigation, and being satisfied that said penalties have been incurred, or upon being instructed and required by the commissioner, to sue for and recover such penalties in the name and for the use of the state of Ohio; provided, that such prosecuting attorney shall not bring any action at the instance of any private party, unless such party shall first become liable for costs, and in case the state fails in such suit, the costs thereof shall be adjudged against such party.

[Original section 9, amended May 13, 1868. 65 O. L., 183.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section nine of the above recited act be so amended as to read as follows:

Section 9. It is hereby made the duty of the president or other officer in charge of each and every railroad company having a line of railroad in this State to make an annual report to the commissioner for the year ending on the 30th day of June preceding; which report shall be verified by the oath or affirmation of such president or other officer in charge, and be filed in the office of the commissioner by the 1st day of September in each year, and shall state—

AS TO STOCK AND DEBTS.

- 1st. The amount of capital stock paid in.
- 2d. The amount of capital stock unpaid.
- 3d. The amount of funded debt.
- 4th. The amount of floating debt.

AS TO COST OF ROAD AND EQUIPMENT.

- 5th. Cost of construction.
- 6th. Cost of right of way.
- 7th. Cost of equipment.
- 8th. All other items embraced in cost of road and equipment not embraced in three preceding questions.

Total cost of road and equipment to this date.

AS TO CHARACTERISTICS OF THE ROAD, ETC.

- 9th. Length of single main track laid with iron.
- 10th. Length of double main track.
- 11th. Length of branches, stating whether they have single or double track.
- 12th. Aggregate length of sidings and other tracks not above enumerated.
- Total length of iron embraced in preceding heads.
- 13th. The maximum grade, with its length in main road, and also in branches.
- 14th. The shortest radius of curvature, with length of curve in main road, and also in branches.
- 15th. Total degrees of curvature in main road, and also in branches.
- 16th. Total length of straight line in main road, and also in branches.
- 17th. Number of wooden bridges, and aggregate length in feet.
- 18th. Number of iron bridges, and aggregate length in feet.
- 19th. Number of stone bridges, and aggregate length in feet.
- 20th. Number of wooden trestles, and aggregate length in feet.
- 21st. The greatest age of wooden bridges.
- 22d. The average age of wooden bridges.

- 23d. The greatest age of wooden trestles.
- 24th. The number and kind of new bridges built during the year, and length in feet.
- 25th. The length of road unfenced on either side, and the reason therefor.
- 26th. Number of engines.
- 27th. Number of passenger cars.
- 28th. Number of express and baggage cars.
- 29th. Number of freight cars.
- 30th. Number of other cars.
- 31st. The highest rate of speed allowed by express passenger trains when in motion.
- 32d. The highest rate of speed allowed by mail and accommodation trains when in motion.
- 33d. The highest rate of speed allowed by freight trains when in motion.
- 34th. The rate of fare for passengers charged for the respective classes per mile.
- 35th. The highest rate per ton per mile charged for the transportation of the various classes of freight, through and local.

DOINGS OF THE YEAR.

- 36th. The length of new iron laid during the year.
- 37th. The length of re-rolled iron laid during the year.
- 38th. The number of miles run by passenger trains.
- 39th. The number of miles run by freight trains.
- 40th. The number of passengers (all classes) carried in cars.
- 41st. The number of tons of through freight carried.
- 42d. The number of tons of local freight carried.

EARNINGS FOR THE YEAR.

- 43d. From transportation of passengers.
- 44th. From transportation of freight.
- 45th. From mail and express.
- 46th. From all other sources.
- Total earnings for the year.

EXPENDITURES FOR THE YEAR.

- 47th. For construction and new equipment.
- 48th. For maintenance of way and structures.
- 49th. For maintaining and operating motive power and cars.
- 50th. For transportation expenses, including those of stations and trains.
- 51st. For dividends, rate *per cent.*, and amount.
- 52d. All other expenditures, either for management of road, maintenance of way, motive power and cars, and for other purposes.

Total expenditures during the year.

58th. The number and kind of farm animals killed, and amount of damages paid therefor.

59th. A statement of all casualties resulting in injuries to persons, and the extent and causes thereof, and such other and further information as may be required by the commissioner; but if any company shall be unable to furnish the required information, the reasons therefor shall be given. The commissioner shall prepare and furnish to each railroad company, or to each organization having one or more railroads in charge, and to each telegraph company or chief manager thereof in this state, or having lines in this

state, blank forms for making the reports required by this act, which blanks may be so prepared by the commissioner as to obtain the information required by the foregoing inquiries more in detail, or omit such of a historical or permanent character as may have been given in previous reports.

[Original sections 10 and 11, amended April 25, 1873 (70 O. L., 158), as follows:]

SECTION 10. Every president or other officer in charge of any railroad now doing business or in the course of construction in this state, or of any company organized in this state as provided by section seven of the act entitled "An act regulating railroad companies," passed February 11, 1848, who shall neglect or refuse to make and furnish such report at the time prescribed in section nine of this act, as amended May 13, 1868, or as required by the commissioner, shall forfeit and pay a sum not exceeding one thousand dollars, to be recovered in the name and for the use of the state of Ohio; and he shall be subject to a like penalty for every period of thirty days after the time he shall neglect or refuse to make such report.

SEC. 11. It shall be the duty of the president or chief officer of any telegraph line or company doing business in this state, or in process of construction, to make an annual report of its business to the commissioner of railroads and telegraphs, in such form as such commissioner may direct, for the year ending on the 30th day of June preceding; which report shall be verified by the oath or affirmation of such president or officer in charge, and shall be filed in the office of the commissioner by the first day of September in each year. For a refusal or neglect by such officer to make and furnish such report at the time prescribed in this act, the company he represents shall forfeit and pay a sum not exceeding five hundred dollars, to be recovered in the name and for the use of the state of Ohio; and said company shall be subject to a like penalty for every period of thirty days after the time its chief officer shall neglect or refuse to make and file such report.

[Original section 12, amended May 13 1868. 65 O. L., 185. See also section 9]

SEC. 2. Section twelve of said act shall be so amended as to read as follows:

Section 12. It shall be the duty of the commissioner aforesaid to make to the governor, on or before the first day of January of each year, a full and accurate report of the condition and affairs of all the railroad and telegraph companies having lines in this state; also of all accidents resulting in injuries to persons and the roads upon which they occurred, and the circumstances and cause thereof, and such other information, suggestions and recommendations as he may deem of advantage to the state. The governor shall cause 2,000 copies of said report to be printed by the printer having the contract for this branch of the public printing, and lay the same before the general assembly in printed form; 600 copies of said report to be bound in muslin and suitably lettered on the back; 2 copies for the use of each member of the general assembly, and 200 copies for the commissioner, the remainder to be covered in brochure covers and distributed as follows: To the general assembly, 1,000 copies; to the commissioner, 300 copies; and the balance to be deposited in the state library for the use and distribution by the librarian, according to law or the resolution of the general assembly.

SEC. 3. The appointment of the clerk of the commissioner shall be evidenced by a certificate of the commissioner, and shall continue during the pleasure of the commissioner; and in the absence or disability of the commissioner, the clerk shall have power to issue subpoena for witnesses and administer oaths in all cases pertaining to the duties of the office.

SEC. 4. Said original sections nine and twelve, amended by this act, are hereby repealed, and this act shall take effect and be in force from and after its passage.

AN ACT further prescribing the duties of Secretaries of Railroad and Telegraph Companies in the State of Ohio.

[1873, April 24, p. 155, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That it shall be and is hereby made the duty of the secretary of each and every railroad company, and of each and every telegraph company now doing business or whose line is in process of construction, or which may be hereafter organized within the State of Ohio, within thirty days from and after the passage of this act, or within thirty days after the election of the directors of said company, as provided in section nine of an act to provide for the creation and regulation of incorporated companies in the State of Ohio, passed May 1, 1852 (S. and C., 271), to make out and forward to the commissioner of railroads and telegraphs a statement of the officers and directors of their respective companies, giving the place of residence and post-office address of each; and thereafter, if any change shall occur in the organization of the officers or board of directors of said company, to notify the commissioner of railroads and telegraphs of the fact of such change, and the residence and post-office address of each of said officers and directors.

SEC. 2. That for a failure to comply with the provisions of this act, any company so neglecting for thirty days after the time herein provided shall be subject to the same penalties as attach for neglecting or refusing to make the required annual report to the commissioner of railroads and telegraphs.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT to make more efficient the reports of Railway and Telegraph Companies.

[1873, May 5, p. 276, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That whenever the returns of any corporation required to report to the commissioner of railroads and telegraphs are incomplete, defective, or probably erroneous, the commissioner shall notify such corporation thereof, and require it to amend said return within fifteen days. Each corporation shall make its return strictly according to the forms provided. If the corporation find it impracticable to return all the items in detail as required, it shall state the reasons why such details cannot be given; but no corporation shall be allowed to plead in excuse for not giving such details that it does not keep its accounts in such a manner as to enable it to do so: Provided, that if the form for said returns and report furnished by the commissioner makes necessary any change or alteration in the present method or form of keeping their accounts, he shall give to said corporations at least thirty days' notice thereof prior to the commencement of the year for which the said changes and additions may be necessary, in order to make the full returns required.

SEC. 2. The commissioner shall have power, personally, or by agent under his authority, to examine any railroad officer, agent or employe, under oath, relative to his stock or pecuniary interest, direct or indirect, in any freight, express, telegraph, sleeping car, construction, rolling stock or other company doing business upon or in connection with the road of which he is such employe; also, to examine into the cause of each accident resulting in loss of life to person or persons; and it is hereby made the duty of the superintendent of each railway in the state to notify said commissioner of such accident, by telegraph, immediately upon its occurrence.

SEC. 3. The several railway corporations operating railways in the state shall at all times, on demand, furnish said commissioner any information required by him concerning the condition, management and operations of the railways under their direction and control respectively, and particularly with copies of all leases, contracts and agreements for transportation with express companies or otherwise to which they are parties, and also with the rates for transporting freight and passengers upon their railways, and upon those with which their roads respectively have connection in business. A refusal or neglect by any company to comply with the provisions of this act shall subject it to the same penalties as attach for failure to make annual report to said commissioner. The commissioner, in the discharge of his duties under the provisions of this act, shall have power to subpoena witnesses and administer oaths, and pay the necessary expenses incurred by draft from the contingent fund of his office. And any railroad officer, agent or employe, who shall refuse to answer, under oath, any question or questions to be asked by the commissioner or his agents, by the terms of section two of this act, shall, upon conviction thereof, for the first offense be fined in any sum not less than fifty nor more than five hundred dollars. For each succeeding offense he shall be liable to such fine, and in addition thereto shall be imprisoned in the county jail not less than five nor more than thirty days; and each refusal to answer the same question or questions shall constitute a separate and distinct offense. The property of the railroad company of which the person so convicted is an officer, agent or employe, shall be liable to be taken in execution to satisfy the fines and costs in such cases. All prosecutions made under the provisions of this act shall be by indictment in the court of common pleas in the county in which such offense is committed; and it is hereby made the duty of the prosecuting attorney of such county, upon complaint of the commissioner, as part of his official duties, to attend to the prosecution of all offenses committed under the provisions of this act.

SEC. 4. This act shall take effect and be in force from and after its passage.

TABLE OF RAILWAY LINES IN OPERATION JUNE 30, 1874, WITH BRANCHES AND TERMINI.

LINE.	From	To	Miles.	Total.
Atlantic and Great Western	Salamanca, New York	Cincinnati, Ohio	447.50	608.13
	Cleveland, Ohio	Sharon, Penn.	81.50	
	Niles, Ohio	New Lisbon, Ohio	35.00	
	Vienna Junction, Ohio	Vienna, Ohio	7.75	
	Meadvilie, Pennsylvania	Oil City, Penn.	33.75	
Baltimore and Ohio— Chicago Division	Wadsworth, Ohio	Silver Creek, Ohio	2	87.80
	Chicago Junction, Ohio	Defiance, Ohio*	202.40	
	Columbus, Ohio	Bellaire, Ohio	3	
	Sandusky, Ohio	Newark, Ohio	116.35	
	Newark, Ohio	Shawnee, Ohio	44	
Marietta and Cincinnati	Cincinnati, Ohio	Belpre, Ohio	202.40	385.05
	Marietta, Ohio	Scott's Landing, Ohio	3	
	Hamden, Ohio	Portsmouth, Ohio	56	
	Blanchester, Ohio	Highmore, Ohio	24	
	Warner's Station, Ohio	Belpre, Ohio	4	
Cincinnati, Hamilton and Dayton	Cincinnati, Ohio	Dayton, Ohio	60	292.40
	Cincinnati, Hamilton and Indianapolis	Indianapolis, Ind.	98.20	
	Cincinnati and Chicago	Richmond, Ind.	42	
	Dayton and Michigan	Toledo, Ohio	142	
	Indianapolis, Cincinnati and Lafayette	Cincinnati, Ohio	173.20	342.20
Cincinnati, Sandusky and Cleveland	Sandusky, Ohio	Columbus, Ohio	173.20	
	Carey, Ohio	Findlay, Ohio	15.51	188.77
	Cleveland, Ohio	Columbus, Ohio	13	
	Delaware, Ohio	Cincinnati, Ohio	130.50	472.25
	Gilboa, Ohio	Indianapolis, Ind.	104.75	
Cleveland and Newburgh	Cleveland, Ohio	Newburgh, Ohio	76	472.25
	Columbus, Ohio	Athens, Ohio	76	
	Logan, Ohio	New Straitsville, Ohio	13	
	Cincinnati and Indianapolis			
	Cincinnati and Lafayette			
Columbus and Hocking Valley	Columbus, Ohio			89.
	Cincinnati and Cleveland			
	Cincinnati and Dayton			
	Cincinnati and Hamilton			
	Cincinnati and Chicago			

Dayton and Union Iron	Dayton, Ohio	Union City, Ind.	46.74
	London, Ohio	Centre Station, Ohio	12.75
	London, Ohio	Conwaytown, Ohio	2.
	London, Ohio	Hecia Iron Works, Ohio	1.75
Lake Erie and Louisville Lake Shore and Michigan Southern	Frement, Ohio	St. Mary's, Ohio	540.37
	Buffalo, New York	Chicago, Ill.	72.95
	Elyria Junction, Ohio	Milbury Junction, Ohio	3.74
	Sandusky Junction, Ohio	Old Depot, Sandusky, Ohio	1307.0
	Air Line Junction, Ohio	Elkhart, Ind.	62.29
	"	Derport, Mich.	41.90
	Lenawee Junction, Mich.	Jackson, Mich.	29.50
	"	Monroe, Mich.	94.68
	White Pigeon, Mich.	Grand Rapids, Mich.	61.14
	Jonesville, Mich.	Adrian, Mich.	5.33
	Palmira Junction, Mich.	North Lansing, Mich.	59.79
	Ashtabula Harbor, Ohio	Oil City, Penn.	35.
	Andover, Ohio	Youngstown, Ohio	2.60
	Tymell Hill, Ohio	Vienna, Ohio .....	.98
	Coalbaugh, Ohio	New York, Ohio	1.50
	Dunkirk, New York	Junction D. W. & P. R. R., N. Y. ..	
Lake Shore and Tuscarawas Valley Marietta, Pittsburg and Cleveland Ohio and Mississippi	Black River, Ohio	Richsville, Ohio	1,175.38
	Marietta, Ohio	Canal Dover, Ohio	101.14
	Cincinnati, Ohio	St. Louis, Mo.	† 97.
	North Vernon, Ind.	Louisville, Ky.	
	Painesville, Ohio	Niles, Ohio	393.
Painesville and Youngstown Pennsylvania Company— Ashtabula, Youngstown and Pittsburg Cincinnati and Muskingum Valley	Ashtabula, Ohio	Youngstown, Ohio	62.60
	Dresden Junction, Ohio	Morrow, Ohio	148.44
	Hudson, Ohio	Columbus, Ohio	144.40
	Clinton, Ohio	Massillon, Ohio	12.50
Cleveland and Pittsburgh	Cleveland, Ohio	Pittsburgh, Penn.	156.90
	Yellow Creek, Ohio	Bellaire, Ohio	149.75
	Bayard, Ohio	New Philadelphia, Ohio	43.25
			32.75
			225.75

TABLE OF RAILWAY LINE IN OPERATION, ETC.—Continued.

LINE.	From	To	Miles.	Total.
Pennsylvania Company— Mans, Cold and L. Mich., and Tol., T. and Eastern. Pittsburgh, Cincinnati and St. Louis	Mansfield, Ohio.....	Toledo, Ohio.....	193.	87.06
	Pittsburgh, Penn.....	Columbus, Ohio.....	314.	
	Columbus, Ohio.....	Chicago, Ill.....	105.	
	Bradford Junction, Ohio.....	Indianapolis, Ind.....	120.	
	Columbus, Ohio.....	Cincinnati, Ohio.....	159.	
	Xenia, Ohio.....	Anoka Junction, Ind.....	61.	
	Logansport, Ind.....	Illinois State line.....	19.	
	Xenia, Ohio.....	Springfield, Ohio.....	7.50	
	Cadiz Junction, Ohio.....	Cadiz, Ohio.....	408.30	
	Pittsburgh, Penn.....	Chicago, Ill.....	15.	
Pittsburgh, Ft. Wayne and Chicago	Homewood, Penn.....	New Castle, Ohio.....	20.	978.50
	Lawrence Junction, Penn.....	Youngstown, Ohio.....	473.06	
	Cleveland, Ohio.....	Rocky River, Ohio.....	108.50	
	Toledo, Ohio.....	Quincy, Ill.....	41.50	
	Decatur, Ill.....	East St. Louis, Ill.....	4.	
	Clayton, Ill.....	Kookuk, Iowa.....	116.70	
	Bluffs, Ill.....	Naples, Ill.....	67.20	
	Lafayette, Ind.....	Bloomington, Ill.....	46.	
	Decatur, Ill.....	Pekin, Ill.....	6.	
	Naples, Ill.....	Hannibal, Mo.....	863.50	
White Water Valley	Maysville, Ill.....	Pittsfield, Ill.....	72.	
	North Bend, Ohio.....	Hagerstown, Ind.....		

* Now open to Chicago, 183 miles additional.

† Thirty miles now operated.

‡ Twenty-nine miles. Cambridge to Phillipsburg, not included in operation June 30.

|| Now open to Youngstown, 14.10 miles additional.

TABULATIONS

FROM

REPORTS OF RAILROAD COMPANIES.

30	Columbus and Xenia Railroad (b)	11.1	11.2	20.18	102.18		
31	Dayton and Marietta Railroad (f)	10.74	45.71	1.79	48.53		
32	Dayton Union Railroad		2.31		2.31	65	4.289
33	Gallopas, Newburgh and Columbus R. R. (b)	7.2	7.2	6.87	7.85		
34	Harrisburg and York Railroad (a)	16.50	15.75	2.50	19	180	30
35	Iron Railroad	87.03	87.03	3.79	90.82		
36	Lake Erie and Toledo Railroad (b)	1,175.28	635.01	2,30.02	409.81		
37	Lake Shore and Michigan Southern Railway	101.11	101.11	2.30	103.41		
38	Lake Shore and Western Valley Railway						
39	Lawrence Railroad (a)						
40	Little Miami Railroad (b)						
41	Mahoning Coal Railroad (a)	61.18	61.18	1.82	63.00	223	
42	Mars, Cleveland and Lake Michigan R. R. (b)	28.10	28.10	53.63	3.083		
43	Marietta and Cincinnati Railroad	17	102.4	6.56	109		
44	Marion, Pittsburgh and Cleveland Railroad (b)					140	
45	Marietta and Cleveland Railroad (q)						
46	Michigan and Ohio Railroad (c)	41	41	1.06	42.06		
47	Newark, Somerset and Strasburg Railroad (d)			25	4.65		1.50
48	North Columbus Railway (b)	310	323	7.3	317.3		
49	Ohio and Mississippi Railway	10.50	10.50	2.10	12.60	50	8
50	Ohio and Toledo Railroad (b)	50.30	50.30	17.50	67.80	61.40	
51	Painesville and Youngstown Railroad (b)	978.50	471.50	48.80	1,418.80		
52	Pittsburgh, Cincinnati and St. Louis Railway	503.30	503.30	57.10	560.40		
53	Pittsburgh, Ft. Wayne and Chicago Railway	533	533	3.06	536		
54	Rocky River Railroad	116.25	116.25	17.09	133.34		
55	Standsley, Mansfield and Newark Railroad (a)	58	58	7	65		
56	Toledo, Canada Southern and Detroit R'y (b)	2	2	3.51	5.51		
57	Toledo and Maumee Narrow Gauge Railroad (b)	43.05	43.05	126	169		
58	Toledo, Tiffin and Eastern Railroad (a) (b)	627.60	833.90		90.50	130	40.80
59	Toledo, Walash and Western Railway					198	10
60	Valley Railway (b)						
61	Wheeling and Lake Erie Railroad (b)						
Totals		7,217.86	5,851.195	1,957.89	7,808.995	2,911.60	583.09

a. Operated by Pennsylvania Company. b. In process of construction. c. Organized. d. Operated by Baltimore and Ohio Railroad Company. e. Leased to Marietta and Cincinnati Railroad Company. f. Operated by Cincinnati, Hamilton and Dayton Railway Company. g. Includes line of Lessee Indianapolis, Cincinnati and Lafayette Railroad Company. h. Operated by Pittsburgh, Cincinnati and St. Louis Railway Company. i. Own 24.70 miles, additional included in line of Cincinnati and Springfield Railways. j. Operated by Cleveland, Columbus, Cincinnati and Indianapolis Railway Company. k. Included in line of Lessee Whitewater Valley Railroad Company. l. Included in line of Lessee Atlantic and Great Western Railroad Company. m. Included in line of Lessee Cincinnati, Sandusky and Cleveland Railroad Company. n. Includes line of Lessee White Water Valley Railroad Company. o. Included in line of Lessee Pittsburgh, Ft. Wayne and Chicago Railway Company. p. Included in line of Lessee Lake Shore and Michigan Southern Railway Company. q. Included in line of Lessee Cleveland, Mt. Vernon and Delaware Railroad Company. r. Includes 2,252.90 miles leased and operated in Indiana, Illinois and Missouri. s. Three Divisions. t. 60 miles additional included in line of Atlantic and Great Western Railroad. u. Additional, Division Branch.

II — CAPITAL STOCK.

No.	COMPANY.	Authorized.	Subscribed.	Paid in.	Per mile.		Proportion for Ohio.	
					Miles.	\$	Miles.	\$
1	Ashtabula, Youngstown and Pittsburg R.R.	\$1,300,000 00	\$1,226,350 00	\$1,806,257 25	62.60	29,854 43	all.	\$1,806,257 25
2	Atlantic and Great Western Railroad	50,000,000 00	31,671,548 60	34,671,548 60	423 28	81,911 62	248.	20,314,081 76
3	Atlantic and Lake Erie Railway (a)	5,000,000 00	1,486,533 40	765,383 77	.....	.....	all.	765,383 77
4	Atlantic and South Eastern Railway (b)	500,000 00	100,000 00	.....	.....	.....	.....	.....
5	Balt. Pits. and Chicago Ry.—Ohio Div. (a)	300,250 00	300,250 00	30,025 00	.....	.....	all.	30,025 00
6	Baltimore Short Line Railway (a)	500,000 00	302,050 00	301,195 00	30.	10,039 83	all.	301,195 00
7	Central Ohio Railroad	3,000,000 00	2,851,350 00	2,851,350 00	137	20,817 15	all.	2,851,350 00
8	Chicago and Atlantic Railway (a)	7,000,000 00	429,500 00	235,000 00	.....	.....	.....	84,814 60
9	Chicago and Canada Southern Railway	16,000,000 00	9,467,000 00	2,467,000 00	.....	.....	.....	55,231 35
10	Cincinnati and Baltimore Railway	800,000 00	749,900 00	747,355 00	5 60	135,456 25	all.	747,355 00
11	Cincinnati and Great Northern R.R. (a)	4,000,000 00	411,000 00	411,000 00	.....	.....	all.	411,000 00
12	Cincinnati, Hamilton and Dayton Railroad	3,500,000 00	3,500,000 00	3,500,000 00	60.	58,333 33	all.	3,500,000 00
13	Cincinnati, Hamilton and Indianapolis R.R. (c)	2,500,000 00	.....	500,000 00	20.50	24,390 25	all.	500,000 00
14	Cincinnati and Indiana Railroad	2,000,000 00	4,000,000 00	3,996,670 00	148 44	26,924 48	all.	3,996,670 00
15	Cincinnati and Muskegon Valley Ry.	2,000,000 00	153,500 00	433,700 00	.....	.....	all.	463,700 00
16	Cincinnati Railway Tunnel (a)	500,000 00	382,000 00	332,350 00	36.	10,627 78	all.	382,350 00
17	Cincinnati, Richmond and Chicago R.R.	6,000,000 00	4,134,757 45	4,134,757 45	168.50	26,319 21	all.	4,134,757 45
18	Cincinnati, Sandusky and Cleveland R.R.	5,000,000 00	1,100,000 00	1,100,000 00	48.80	22,510 99	all.	1,100,000 00
19	Cincinnati and Springfield Railroad	200,000 00	300,000 00	300,000 00	2.10	95,23 81	all.	20,000 00
20	Cincinnati and Whitewater Valley R.R. (a)	15,000,000 00	15,000,000 00	14,991,692 75	331 75	35,258 72	307 75	11,777,137 63
21	Cleveland, C. and P. and Indianapolis Ry.	2,750,000 00	2,750,000 00	2,750,000 00	123 35	22,398 87	all.	2,750,000 00
22	Cleveland and Mahoning Valley R.R.	4,000,000 00	1,855,900 00	1,726,215 14	145.	11,805 62	all.	1,726,215 14
23	Cleveland, Mt. Vernon and Delaware R.R.	40,000 00	11,740 00	12,140 00	3.333	12,717 00	all.	42,430 00
24	Cleveland and Newburg Railroad	11,200,000 00	11,200,000 00	11,200,000 00	199 75	56,855 95	184.75	10,338,829 26
25	Columbus and Pittsburgh Railroad	15,000,000 00	13,762,847 25	13,762,847 25	280 70	25,790 41	135.90	3,390,889 80
26	Columbus, Chicago and Indiana Cent. Ry.	2,500,000 00	1,555,250 00	1,555,250 00	89	50,845 50	89	1,555,250 00
27	Columbus and Hooking Valley Railroad	1,000,000 00	1,000,000 00	1,000,000 00	41 37	25,537 75	all.	1,000,000 00
28	Columbus, Springfield and Cincinnati R.R.	2,500,000 00	877,250 00	632,350 00	.....	.....	.....	63,965 00
29	Columbus and Toledo Railroad (a)	1,500,000 00	1,500,000 00	1,500,000 00	51.32	35,822 49	all.	1,500,000 00
30	Columbus and Xenia Railroad	6,500,000 00	1,500,000 00	1,500,000 00	140.711	26,117 53	all.	3,079,324 62
31	Dayton and Michigan Railway	1,000,000 00	860,000 00	860,000 00	31.74	27,000 51	all.	86,000 00
32	Dayton and Union Railroad	500,000 00	300,000 00	300,000 00	7.003	25,559 19	all.	200,000 00
33	Gallipolis, McArthur and Columbus R.R. (a)	2,000,000 00	2,000,000 00	2,000,000 00	16.50	7,851 52	all.	129,550 00
34	Harrison Branch Railroad	50,000 00	129,550 00	129,550 00	.....	.....	.....	.....
35	Iron Railroad	50,000 00	129,550 00	129,550 00	.....	.....	.....	.....

		4,000,000 00	1,115,050 00	1,115,050 00	87 66	127.27 01	all.	1,115,050 00
36	Lake Erie and Louisville Railway (a)	50,000,000 00	50,000,000 00	50,000,000 00	1021.70	48,794 76	all.	1,115,050 00
37	Lake Shore and Michigan Southern R'y.	2,000,000 00	2,000,000 00	2,000,000 00	101.14	20,014 80	all.	1,115,050 00
38	Lake Shore and Tuscarawas Valley R'y	5,000,000 00	5,000,000 00	5,000,000 00	20.80	17,377 30	all.	1,115,050 00
39	Lancaster Railroad	5,000,000 00	5,000,000 00	5,000,000 00	137	33,376 86	all.	1,115,050 00
40	Little Miami R. Road	1,500,000 00	1,500,000 00	1,500,000 00	61.58	32,467 53	all.	1,115,050 00
41	Maumee Coal Railroad	1,000,000 00	1,000,000 00	1,000,000 00	276.80	50,558 03	all.	1,115,050 00
42	Marshall, Coldwater and L. Mich. R.R. (a)	11,000,000 00	11,000,000 00	11,000,000 00	107.50	14,374 57	all.	1,115,050 00
43	Marion and Cincinnati Railroad	6,000,000 00	6,000,000 00	6,000,000 00	12.50	15,633 40	all.	1,115,050 00
44	Massillon and Cleveland R'y (a)	5,000,000 00	5,000,000 00	5,000,000 00	44.	21,304 35	all.	1,115,050 00
45	Massillon and Cleveland Railroad	15,000,000 00	15,000,000 00	15,000,000 00	3.81	10,438 69	all.	1,115,050 00
46	Michigan and Ohio Railway (b)	21,630,000 00	21,630,000 00	21,630,000 00	333.	61,145 00	19.53	1,115,050 00
47	Newark, Somerset and Stratfordville R. R.	2,000,000 00	2,000,000 00	2,000,000 00	200.50	42,033 50	all.	1,115,050 00
48	North Columbus Railway (a)	75,000,000 00	75,000,000 00	75,000,000 00	408.30	50,852 63	all.	1,115,050 00
49	Ohio and Mississippi Railway	300,000 00	300,000 00	300,000 00	5.53	13,718 40	all.	1,115,050 00
50	Ohio and Toledo Railroad (a)	2,000,000 00	2,000,000 00	2,000,000 00	116.25	28,448 28	all.	1,115,050 00
51	Painesville and Youngstown Railroad (a)	8,924.3 00	8,924.3 00	8,924.3 00	58.	8,925 18	all.	1,115,050 00
52	Pittsburgh, Cincinnati and S. Louis R'y	25,843,285 71	25,843,285 71	25,843,285 71	7.	914 43	all.	1,115,050 00
53	Pittsburgh, Ft. Wayne and Chicago R'y	80,000 00	80,000 00	80,000 00	43.06	6,411 24	all.	1,115,050 00
54	Rocky River Railroad	1,110,000 00	1,110,000 00	1,110,000 00	627.60	25,493 95	all.	1,115,050 00
55	Sandusky, Marshall and Newark R. R.	2,000,000 00	2,000,000 00	2,000,000 00	56.117 79	561,147 79	all.	1,115,050 00
56	Tellico-Canada Southern and Detroit R'y (a)	125,000 00	125,000 00	125,000 00	21,293 79	21,293 79	all.	1,115,050 00
57	Toledo and Maumee Narrow Gauge R.R. (a)	1,000,000 00	1,000,000 00	1,000,000 00	8,061,957,620 45	8,061,957,620 45	all.	1,115,050 00
58	Toledo, Tiffin and Eastern Railroad (a)	15,000,000 00	15,000,000 00	15,000,000 00	5268,553,380 42	5268,553,380 42	all.	1,115,050 00
59	Toledo, Wabash and Western Railway	3,000,000 00	3,000,000 00	3,000,000 00	395,450 00	395,450 00	all.	1,115,050 00
60	Valley Railway (a)	8,700,000 00	8,700,000 00	8,700,000 00	5268,553,380 42	5268,553,380 42	all.	1,115,050 00
61	Wheeling and Lake Erie Railroad (a)	346,181,939 71	346,181,939 71	346,181,939 71	5268,553,380 42	5268,553,380 42	all.	1,115,050 00
Totals		5268,553,380 42	5268,553,380 42	5268,553,380 42	5268,553,380 42	5268,553,380 42	all.	1,115,050 00

(a) In process of construction. (b) Organized. (c) No stock subscribed or issued; owned by Cin., Ham and Dayton Railroad Company.

IIL.—DEBT.

No.	Company.	Funded.	Unfunded.	Total.	Per mile.	Proportion for Ohio.
1	Alleghenia, Youngstown and Pittsburgh Railroad	\$1,500,000.00	8,842,876.66	10,342,876.66	\$89,567.79	\$1,754,587.66
2	Atlantic and Great Western Railroad	63,898,170.63	2,600,187.63	66,498,358.26	*139,836.94	31,615,531.92
3	Atlantic and Lake Erie Railway (a)		246,122.86	246,122.86		246,122.86
4	Atlantic and South Eastern Railway (b)					
5	Baltimore, Pittsburgh and Ohio RY—Ohio Div. (a)		2,154,375.00	2,154,375.00		2,154,375.00
6	Baltimore, St. Louis and Ohio RY		863,491.11	863,491.11	26,779.04	863,491.11
7	Central Ohio R Road	2,500,000.00		2,500,000.00	18,248.17	2,500,000.00
8	Chicago and Atlantic Railway (a)		9,315.72	9,315.72		9,315.72
9	Chicago and Cincinnati Railway (a)	2,400,000.00		2,400,000.00		2,400,000.00
10	Cincinnati and Dayton Railway	3,220,000.00	558,994.87	3,778,994.87	151,349.18	558,994.87
11	Cincinnati and Great Northern Railroad (a)					
12	Cincinnati, Hamilton and Dayton Railroad	2,250,000.00	68,913.16	2,318,913.16	48,333.55	2,318,913.16
13	Cincinnati, Hamilton and Indianapolis Railroad	1,540,000.00	94,453.75	1,634,453.75	28,940.31	514,675.84
14	Cincinnati and Indiana Railroad	2,225,342.18		2,225,342.18	113,822.53	2,225,342.18
15	Cincinnati and Muskingum Valley Railway	1,250,000.00	177,604.88	1,427,604.88	11,392.15	1,427,604.88
16	Cincinnati Railway Park (a)	10,000.00	32,943.59	42,943.59		32,943.59
17	Cincinnati, Richmond and a Berego Road	675,000.00	31,403.58	706,403.58	18,316.19	675,000.00
18	Cincinnati, Richmond and a Berego Road	2,225,342.18	33,947.15	2,259,289.33	15,403.12	2,259,289.33
19	Cincinnati and a Berego Road	2,585,534.59	44,472.68	2,630,007.27	63,504.49	3,193,547.14
20	Cincinnati and White Water Valley Railroad	174,000.00	18,454.16	192,454.16	10,177.22	29,537.16
21	Cleveland, Columbus, Cincinnati and Indianapolis RY	3,663,000.00	18,339.84	3,681,339.84	98,927.71	3,681,339.84
22	Cleveland and a Berego Road	1,975,000.00		1,975,000.00	15,954.54	1,675,000.00
23	Cleveland, Ch. Vernon and Delaware Railroad	2,200,000.00	74,479.67	2,274,479.67	23,691.54	2,274,479.67
24	Cleveland and a Berego Road	340,000.00		340,000.00	19,400.00	340,000.00
25	Cleveland and Pittsburgh Railroad	1,414,443.63		1,414,443.63	22,449.53	1,414,443.63
26	Columbus, Cincinnati and a Berego Road	2,600,721.00	93,295.92	2,694,016.92	43,033.46	5,841,105.98
27	Columbus and a Berego Road	2,440,000.00	80,297.88	2,520,297.88	28,244.73	2,520,297.88
28	Columbus, Springfield and a Berego Road	1,000,000.00	8,700.00	1,008,700.00	22,744.44	1,008,700.00
29	Columbus and a Berego Road (a)		53,157.50	53,157.50		53,157.50
30	Columbus and a Berego Road	3,200,000.00		3,200,000.00	33,443.43	3,200,000.00
31	Columbus and a Berego Road	2,575,000.00	357,972.87	2,932,972.87	23,333.05	3,154,172.87
32	Columbus and a Berego Road	57,144.88		57,144.88	16,617.67	57,144.88
33	Columbus and a Berego Road		53,437.66	53,437.66		53,437.66
34	Columbus, a Berego Road and a Berego Road (a)					
35	Columbus and a Berego Road		25,812.61	25,812.61	1,546.61	25,812.61
36	Columbus and a Berego Road	840,000.00	527,541.88	1,367,541.88	16,108.63	1,417,311.86
37	Columbus and a Berego Road					
38	Columbus and a Berego Road					
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99	Columbus and a Berego Road					
100	Columbus and a Berego Road					

37	Lake Shore and Michigan Southern Railway.....	35,379,000 00	2,130,088 00	37,509,088 00	36,634 22	13,833,117 81
38	Lake Shore and Tuscarawas Valley Railway.....	2,876,000 00	240,231 47	3,116,231 47	31,206 56	3,147,438 03
39	Lawrence Railway.....	365,000 00	.....	365,000 00	19,913 48	246,754 83
40	Life Line Coal Railroad.....	2,227,000 00	.....	2,227,000 00	16,251 48	2,243,251 48
41	Michigan Coal Railroad.....	1,149,000 00	12,871 21	1,161,871 21	34,911 66	1,196,782 87
42	Michigan Coldwater and Lake Michigan Railroad (a).....	14,500,000 00	.....	14,500,000 00	.....	14,500,000 00
43	Michigan and Cincinnati Railroad.....	11,507,302 98	3,449,613 12	14,956,916 10	53,311 23	15,010,227 33
44	Marquette, Piquette and Cleveland Railway (a).....	1,530,000 00	498,539 95	2,028,539 95	19,785 00	2,048,324 95
45	Massillon and Cleveland Railroad.....	100,000 00	.....	100,000 00	8,000 00	108,000 00
46	Michigan and Ohio Railway (b).....	.....	135,405 95	135,405 95	21,259 22	156,665 17
47	Newark, and Erie and Stratfordville Railroad.....	800,000 00	10,000 00	810,000 00	2,924 67	812,924 67
48	North Columbus Railway (a).....	19,511,000 00	603,901 92	20,114,901 92	29,150 42	20,144,052 34
49	Ohio and Mississippi Railway.....	.....	70,000 00	70,000 00	.....	70,000 00
50	Ohio and Toledo Railroad (a).....	775,000 00	123,011 59	898,011 59	.....	898,011 59
51	Painesville and Youngstown Railroad (a).....	.....	623,094 72	623,094 72	74,835 39	697,930 11
52	Pittsburgh, Cincinnati and St. Louis Railway.....	15,010,510 00	11,229 62	15,021,739 62	28,938 14	15,050,677 76
53	Pittsburgh, Ft. Wayne and Chicago Railway.....	13,537,000 00	2,600 00	13,539,600 00	52,866 62	13,592,466 62
54	Rocky River Railroad.....	30,000 00	.....	30,000 00	19,840 84	49,840 84
55	Sandusky, Marquette and Newark Railroad.....	2,300,000 00	.....	2,300,000 00	25,275 46	2,325,275 46
56	Trledo, Canton and Erie and Detroit Railway (a).....	1,350,000 00	11,327 88	1,361,327 88	16,525 25	1,377,853 13
57	Toledo and Maumee National Gauge Railroad (a).....	.....	5,518 10	5,518 10	26,123 50	31,641 60
58	Toledo, Tiffin and Easton Railroad (a).....	51,000 00	.....	51,000 00	33,017 45	84,017 45
59	Toledo, Tiffin and Easton Railroad (a).....	20,113,000 00	15,851 92	20,128,851 92	.....	20,128,851 92
60	Valley Railway (a).....	.....	29,540 54	29,540 54	.....	29,540 54
61	Wheeling and Lake Erie Railroad (a).....	3,000 00	.....	3,000 00	.....	3,000 00
Totals.....		\$257,053,555	\$19,874,981 92	\$276,928,536 92	.....	\$276,928,536 92

* \$10,000,000, the amount of leased lines rental trust bonds," etc., included in funded debt not being a lien upon the road of this company, is deducted in making calculations of per mile and proportion for Ohio.

(a) In process of construction.

(b) Organized.

(c) \$2,250,000 of this is secured by joint mortgage of this company (2 1/2 miles) and the Indianapolis, Cincinnati and Lafayette Railroad Company (158 miles), and the apportioning 1/2 per mile is made on basis of 17-1/2 miles.

IV.—STOCK, DEBT, ETC.

No.	COMPANY.	STOCK AND DEBT.			STOCKHOLDERS IN OHIO.	
		Total.	Per mile.	Proportion for Ohio.	Number.	Owned by them June 30, 1874.
1	Ashland, Youngstown and Pittsburgh Railroad	\$3,590,874 91	\$57,362 22	\$3,590,874 91	790	\$251,750 00
2	Atlantic and Great Western Railroad	104,190,215 92	(a) 221,768 61	54,998,615 28	6	6,250 00
3	Atlantic and Lake Erie Railway (b)	951,506 63		951,506 63	2,979	703,353 77
4	Atlantic and South Eastern Railway (c)					
5	Baltimore, Pittsburgh and Chicago Railway—Ohio Division (b)	2,180,100 00	23,000 00	2,180,100 00		
6	Baltimore Short Line Railway (b)	1,104,296 14	36,849 87	1,174,496 14	9	251,650 00
7	Central Ohio Railroad	5,351,950 00	39,065 32	5,351,950 00	355	520,250 00
8	Chicago and Atlantic Railway (b)	241,516 72		91,190 72		
9	Chicago and Canada Southern Railway (b)	4,931,000 00		110,462 70	5	50,000 00
10	Cincinnati and Baltimore Railway	1,598,269 87	285,465 33	1,598,269 87	38	611,000 00
11	Cincinnati and Great Northern Railroad (b)	441,000 00		441,000 00		
12	Cincinnati, Hamilton and Dayton Railroad	6,418,013 16	106,965 88	6,418,013 16	415	2,930,000 00
13	Cincinnati, Hamilton and Indianapolis Railroad	28,102,556 75	28,930 31	549,675 89	(d)	(d)
14	Cincinnati and Indiana Railroad	2,828,442 48	137,972 81	2,828,442 48	1	18,000 00
15	Cincinnati and Muskingum Valley Railway	5,671,361 88	38,226 63	5,671,361 88	161	66,150 00
16	Cincinnati Railway Tunnel (b)	520,523 39		520,523 39		
17	Cincinnati, Richmond and Chicago Railroad	1,042,008 58	28,944 68	1,042,008 58	19	382,550 00
18	Cincinnati, Sandusky and Cleveland Railroad	7,030,247 00	41,722 53	7,030,247 00	(c)	(c)
19	Cincinnati and Springfield Railway	4,291,547 18	88,105 48	4,291,547 18	(c)	(c)
20	Cincinnati and Whitewater Valley Railroad	242,972 16	115,700 03	242,972 16	(c)	20,000 00
21	Cleveland, Columbus, Cincinnati and Indianapolis Railway	18,843,662 56	48,101 24	14,803,156 61	252	595,100 00
22	Cleveland and Mahoning Valley Railway	4,726,800 00	28,320 23	4,726,800 00	8	700 00
23	Cleveland, Mt. Vernon and Delaware Railroad	4,785,923 81	33,000 16	4,785,923 81	435	113,750 00
24	Cleveland and Newburgh Railroad	75,490 00	22,617 00	75,490 00	50	41,740 00
25	Cleveland and Pittsburgh Railroad	15,687,400 83	78,535 48	14,509,429 56	304	2,997,350 00
26	Columbus and Chicago and Indiana Central Railway	38,764,167 18	66,754 20	9,071,895 78	380	51,800 00
27	Columbus and Heekling Valley Railroad	4,369,457 88	49,145 03	4,369,457 88	420	1,614,350 00
28	Columbus, Springfield and Cincinnati Railroad	2,008,270 00	45,261 89	2,008,270 00	(c)	(c)
29	Columbus at d Toledo Railroad (b)	124,122 50		124,122 50		
30	Columbus and Xenia Railroad	2,088,200 00	38,371 92	2,088,200 00	230	1,445,050 00
31	Dayton and Medina Railroad	6,824,796 89	48,501 18	6,824,796 89	201	3,398,434 02
32	Dayton and Union Railroad	613,414 88	19,327 81	613,414 88	56	76,100 00

33	Gallipolis, McArthur and Columbus Railroad (b)	240,404 38	240,404 38	653	127,275 00
34	Harrison Branch Railroad	200,000 00	200,000 00	16	177,560 00
35	Iron Railroad	155,382 61	155,382 61	26	121,000 00
36	Lake Erie and Lonsville Railway (b)	2,532,991 86	2,532,991 86	35	1,070,200 00
37	Lake Shore and Michigan Southern Railway	87,339,088 00	85,428 98	1,353	5,926,100 00
38	Lake Shore and Tuscarawas Valley Railway	5,180,536 47	51,321 36	1,086	1,177,850 00
39	Lawrence Railroad	715,200 00	34,381 61	17	7,750 00
40	Little Miami Railroad	6,835,350 00	49,892 34	544	2,915,000 00
41	Mahoning Coal Railroad	2,802,874 21	2,802,874 21	5	485,200 00
42	Mansfield, Coldwater and Lake Michigan Railroad (b)	4,915,485 02	2,915,485 02	(c)	(c)
43	Marietta and Cincinnati Railroad	2,757,516 10	28,757,516 10	390	1,361,150 00
44	Marietta, Pittsburg and Cleveland Railroad (b)	3,501,693 22	3,501,693 22	1,750	1,473,393 26
45	Massillon and Cleveland Railroad	295,455 00	295,455 00	00	133,000 00
46	Michigan and Ohio Railway (c)	1,872,805 95	1,872,805 95	352	784,000 00
47	Newark, Somerset and Straitsville Railroad	50,000 00	50,000 00	all	40,000 00
48	North Columbus Railway (b)	35,497,904 92	1,761,055 45	26	208,400 00
49	Ohio and Mississippi Railway	50,000 00	50,000 00	(c)	(c)
50	Ohio and Toledo Railroad (b)	1,067,011 50	1,067,011 50	128	47,150 00
51	Painesville and Youngstown Railroad (b)	24,067,299 71	18,725,686 88	109	2,188,500 00
52	Pittsburgh, Cincinnati and St. Louis Railway	37,336,015 33	20,099,291 96	33	75,892 75
53	Pittsburgh, F. E. Wayne and Chicago Railway	107,892 75	107,892 75	(f)	(f)
54	Rocky River Railroad	3,311,053 00	3,311,053 00	8	118,100 00
55	Sandusky, Mansfield and Newark Railroad	3,000,000 00	362,068 98	178	6,401 00
56	Toledo, Canada Southern and Detroit Railway (b)	17,777 88	17,777 88	528	138,068 00
57	Toledo and Maumee Narrow Gauge Railroad (b)	1,142,586 10	1,142,586 10	(f)	(f)
58	Toledo, Tiffin and Eastern Railroad (b)	36,113,600 00	4,311,377 96	468	379,450 00
59	Toledo Wabash and Western Railway	719,999 71	719,999 71		
60	Valley Railway (b)	45,661 73	45,661 73		
61	Wheeling and Lake Erie Railroad (b)	\$542,655,617 95	\$542,655,617 95	14,527	\$35,814,367 80
Totals					

(a) On \$93,870,215.92. (See note * Table III.)
 (b) In process of construction.
 (c) Organized.

(d) No stock issued.
 (e) Not reported.
 (f) No record.

V.—ROAD AND EQUIPMENT.

No.	COMPANY	Total.	Per Mile.	Proportion for Ohio	Gauges— Feet.	Weight of rail per yard— Pounds.	Steel and capped— rail in use— Miles.
1	Ashtabula, Youngstown and Pittsburgh Railroad	82,221,315 53	856,415 6	8,157,415 53	72 1/2	55	
2	Atlantic and Great Western Railroad	8,581,913 14	195,015 67	49,377,855 75	72, 57 1/2, 68	56, 60, 67, 68	12 1/2
3	Atlantic and Lake Erie Railroad (a)	949,844 57		949,844 57			
4	Atlantic and South Eastern Railway (b)	2,150,100 00	23,000 00	2,150,100 00	57 1/2		
5	Balt., Pittsburgh and Chicago Ry.—Ori. Div. (a)	1,403,560 85	365,86 63	1,403,560 85			
6	Baltimore Short Line Railway (a)	5,354,154 00	39,065 32	5,354,154 00	58	60, 61, 72	
7	Central Ohio Railroad	94,180 72		64,481 72			
8	Chicago and Atlantic Railway (a)	4,944,000 00		30,271 35	50 1/2	60	
9	Chicago and Canada Southern Railway (a)	1,508,436 39	271,652 91	1,507,056 39	50 1/2	60, 64	
10	Cincinnati and Baltimore Railroad	444,000 00		444,000 00			
11	Cincinnati and Great Northern Railroad (a)	5,792,563 98	91,579 40	5,596,553 98	(c) 58, 72	60	21 50
12	Cincinnati, Hamilton and Dayton Railroad	1,440,533 15	19,152 69	58,963 11	55	60	
13	Cincinnati, Hamilton and Indianapolis Railroad	1,522,219 16	93,752 15	2,022,099 16	50 1/2	60	7 10
14	Cincinnati and Indiana Railroad	5,521,688 58	37,955 70	5,521,688 58	57 1/2, 58	76, 60	
15	Cincinnati and Muskingum Valley Railway	758,651 40		728,751 40			
16	Cincinnati Railway Tunnel (a)	1,011,953 57	28,110 76	1,011,953 57	55	60	
17	Cincinnati, Richmond and Chicago Railroad	6,106,270 62	367,89 11	6,107,279 62	55	57	
18	Cincinnati, Sandusky and Cleveland Railroad	32,453,353 58	78,859 41	32,283,19 58	57 1/2	56	4 1/2
19	Cincinnati and Springfield Railway	2,099,898 82	100,419 44	2,109,913 82	(d)	(d)	
20	Cincinnati and Whitewater Valley Railroad	4,589,582 38	43,898 52	13,396,568 53	57 1/2	60	18 57
21	Cleveland, Col., Cincinnati and Indianapolis Ry	17,497,236 38	33,498 64	4,526,777 63	(c)	(c)	
22	Cleveland and Mahoning Valley Railway	4,391,255 69	31,579 67	4,594,255 69	58	56, 58	
23	Cleveland and Newburg Railroad	68,721 69	50,116 48	67,721 59	55 1/2	15	
24	Cleveland and Pittsburgh Railroad	15,682,759 73	78,512 12	14,803,111 17	55	60	
25	Columbus, Chicago and Indiana Central Railway	37,464,133 37	61,515 37	8,767,652 37	(f)	(f)	
26	Columbus and Hoeking Valley Railroad	4,554,731 97	51,330 30	4,554,731 97	57 1/2	56, 60	3 1/2
27	Columbus, Springfield and Cincinnati Railroad	5,000,690 00	45,625 00	2,000,000 00	(g)	(g)	
28	Columbus and Toledo Railroad (a)	27,115 15		27,115 15	(f)	(f)	
29	Columbus and Xenia Railroad	1,403,146 00	27,437 45	1,403,146 00		60	
30	Columbus and Michigan Railroad	6,955,000 17	49,615 42	6,085,805 17	58	56	
31	Dayton and Union Railroad	613,444 88	19,527 18	613,444 88	54		
32	Dayton and Union Railroad						

	231,870 03	231,870 03	56 1/2	52
33 Gallipolis, McArthur and Columbus Railroad.....	231,870 03	231,870 03	56 1/2	52
34 Harrison Branch Railroad.....	230,000 00	230,000 00	60	60
35 Iron Railroad.....	418,185 86	25,262 78	58	60
36 Lake Erie and Louisville Railway (a).....	2,504,353 48	28,616 05	57 1/2	50, 56, 60
37 Lake Shore and Michigan Southern Railway.....	8,126,215 17	77,527 15	56 1/2	467 30
38 Lake Shore and Tuscarawas Valley Railway.....	5,198,701 56	51,491 07	57 1/2	56
39 Lawrence Railroad.....	7,651 47	24,477 33	(b)	(b)
40 Little Miami Railroad.....	5,929 173 51	43,353 82	(c)	(c)
41 Mahoning Coal Railroad.....	2,793,112 67	65,151 95	(c)	(c)
42 Mansfield and Cincinnati R.R. (a).....	671,888 75	84,358 58	57 1/2	52
43 Marietta and Cincinnati R.R. (a).....	23,220 143 3	30,330 61	56 1/2	50, 56, 60
44 Marietta, Pittsburgh and Cleveland Railway (a).....	3,411,749 23	3,411,749 23	54 1/2	(f)
45 Massillon and Cleveland Railroad.....	323 213 11	258 7 65	(f)	(f)
46 Michigan and Ohio Railway (b).....	1,841,304 95	13,847 77	57 3/8	56, 60
47 Newark, Somerset and Stricksville Railroad.....	9,060 00	13,123 56	57	50
48 North Columbus Railway (a).....	21,921,859 71	89,065 57	57	60
49 Ohio and Mississippi Railway.....	50,000 00	70,000 00	56	30
50 Ohio and Toledo Railroad (a).....	1,167,011 50	1,167,011 50	56	35
51 Painesville and Youngstown Railroad (a).....	19,598,881 91	6,218 78	57 1/2	60, 64
52 Pittsburgh, Cincinnati and St. Louis Railway.....	18,921,601 38	61,761 81	57 1/2	60, 60
53 Pittsburgh, Ft. Wayne and Chicago Railway.....	1,625 15	22,236 07	56	30
54 Rocky River Railroad.....	3,268,019 21	28,957 35	57 1/2	60, 64
55 Sandusky, Mansfield and Newark Railroad.....	3,600 00 00	51,724 14	56 1/2	56
56 Toledo, Canada Southern and Detroit Railway (a).....	17,777 83	25,339 50	56	52
57 Toledo and Vanneer Narrow Gauge Railroad (a).....	1,665,86 10	36,701 69	57 1/2	50, 56, 60
58 Toledo, Tiffin and Eastern Railroad (a).....	35,704 00 00	56,889 71	56 1/2	140
59 Toledo, Wabash and Western Railway.....	70,019 70	70,019 70	56 1/2	50, 56, 60
60 Valley Railway (a).....	1,563 73	35,961 7	56 1/2	50, 56, 60
61 Wheeling and Lake Erie Railroad (a).....	54,168 184 79	82,297 12 20	56 1/2	1,129 25
Totals.....				

(a) In process of construction
 (b) Organized
 (c) Four rails.
 (d) See Harrison Branch Railroad.
 (e) See Atlantic and Great Western Railroad.
 (f) See Pittsburgh, Cincinnati and St. Louis Railway.
 (g) See Cincinnati, Sandusky and Cleveland Railroad.
 (h) See Pittsburgh, Ft. Wayne and Chicago Railway.
 (i) See Lake Shore and Michigan Southern Railway.
 (j) See Cleveland, Mt. Vernon and Delaware Railroad.

VI.—LINES IN OHIO OWNED BY COMPANIES, LAID WITH RAIL—LENGTH IN MILES AND DECIMALS.

No.	COMPANY.	SINGLE MAIN TRACK.			Double main track.	Sidings, etc.	Construct- ed double gauge.	Total.
		Main line.	Branches.	Total.				
1	Ashtabula, Youngstown and Pittsburgh Railroad (a)	62.60	—	62.60	—	5.20	—	67.80
2	Atlantic and Great Western Railroad	246	62	308	—	42.23	—	350.23
3	Atlantic and Lake Erie Railroad	—	—	—	—	—	—	—
4	Atlantic and South Eastern Railroad	—	—	—	—	—	—	—
5	Baltimore, Pittsburgh and Chicago RY—Ohio Div. (b)	94.80	—	94.80	—	3.45	—	98.25
6	Baltimore Short Line Railroad	—	—	—	—	—	—	—
7	Central Ohio Railroad (b)	137	—	*137	—	30.35	—	*167.35
8	Chicago and Atlantic Railroad	—	—	—	—	—	—	—
9	Chicago and Canada Southern Railroad	1.50	—	1.50	—	—	—	—
10	Cincinnati and Baltimore Railroad (c)	5.00	—	5.00	5.00	3.48	—	14.68
11	Cincinnati and Great Northern Railroad	—	—	—	—	—	—	—
12	Cincinnati, Hamilton and Dayton Railroad	59.95	—	59.95	9.216	26.911	425.031	4121.145
13	Cincinnati, Hamilton and Indianapolis Railroad (d)	15	—	15	—	—	—	19.967
14	Cincinnati and Indiana Railroad (c)	20.50	—	20.50	1.50	8.10	—	30.10
15	Cincinnati and Muskingum Valley Railroad (f)	148.44	—	148.44	—	13.81	—	162.25
16	Cincinnati Railway Tunnel	—	—	—	—	—	—	—
17	Cincinnati, Richmond and Chicago Railroad	36	—	36	—	2.69	—	38.69
18	Cincinnati, Sandusky and Cleveland Railroad (d)	152.93	15.51	168.40	—	15.91	—	184.16
19	Cincinnati and Springfield Railroad (a)	42.80	—	42.80	—	9.26	—	52.06
20	Cincinnati and Whitewater Valley Railroad (h)	2.10	—	2.10	—	—	—	2.50
21	Cleveland, Columbus, Cincinnati and Indianapolis RY	307.75	—	307.75	18	69.62	—	385.37
22	Cleveland and Mahoning Valley Railroad (i)	67	56.35	123.35	—	31.456	463.016	217.822
23	Cleveland, Mt. Vernon and Delaware Railroad	114.01	3.62	117.63	—	11.70	—	132.36
24	Cleveland and Newburgh Railroad	3.33	—	3.33	—	—	—	3.33
25	Cleveland and Pittsburgh Railroad (a)	168.77	76	184.77	3	53	—	210.77
26	Columbus, Chicago and Indiana Central Railroad (f)	193.70	32.20	135.90	—	24.20	—	160.10
27	Columbus and Rocking Valley Railroad	5.6	13	8.9	—	22.03	—	111.03
28	Columbus, Springfield and Cincinnati Railroad (j)	41.37	—	41.37	—	2	—	43.37
29	Columbus and Toledo Railroad	—	—	—	—	—	—	—
30	Columbus and Xenia Railroad (f)	54.32	—	54.32	—	13.72	—	68.04
31	Dayton and Michigan Railroad (d)	140.714	—	140.714	—	30.188	—	166.902
32	Dayton and Union Railroad	31.74	—	31.74	—	1.79	—	33.53

33	Gallipolis, McArthur and Columbus Railroad	2.34	.....	2.34	.....	.....	.....	2.34	.....	2.34
34	Harrison Branch Railroad	7.003	.....	7.003	.....	.....	.....	7.003	.....	7.494
35	Iron Railroad	12.75	.....	16.50	.....	3.75	.....	2.50	.....	19.
36	Lake Erie and Louisvile Railway	87.66	.....	87.66	.....	.....	.....	3.79	.....	91.45
37	Lake Shore and Michigan Southern Railway	267.96	.....	377.61	.....	109.65	.....	198.50	.....	682.17
38	Lake Shore and Tuscarawas Valley Railway	101.14	.....	101.14	.....	.....	.....	22.60	.....	123.74
39	Lawrence Railroad (k)	9.70	.....	12.70	.....	3.	.....	80	.....	13.50
40	Little Miami Railroad (f)	84.97	.....	136.97	.....	52.	.....	19.68	.....	183.24
41	Maioning Coal Railroad (l)	38.	.....	41.58	.....	3.58	.....	3.60	.....	45.18
42	Mansfield, Coldwater and Lake Michigan Railroad (a)	64.45	.....	64.45	.....	.....	.....	1.832	.....	66.317
43	Marietta and Cincinnati Railroad	196.80	.....	276.80	.....	80.	.....	5.6 17	.....	386.15
44	Marietta, Pittsburg and Cleveland Railway	97.	.....	102.50	.....	5.50	.....	6.50	.....	109.
45	Massillon and Cleveland Railroad (m)	12.50	.....	12.50	.....	.....	.....	1.20	.....	13.70
46	Michigan and Ohio Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....
47	Newark, Somerset and Straitsville Railroad (b)	44.	.....	44.	.....	.....	.....	4.06	.....	48.06
48	North Columbus Railway	3.81	.....	3.81	.....	.....	.....	25	.....	4.06
49	Ohio and Mississippi Railway	19.53	.....	19.53	.....	.....	.....	7.30	.....	26.83
50	Ohio and Toledo Railroad	10.50	.....	10.50	.....	.....	.....	10.50	.....	10.50
51	Painesville and Youngstown Railroad	50.30	.....	50.30	.....	.....	.....	2.10	.....	52.40
52	Pittsburgh, Cincinnati and St. Louis Railway	*150.	.....	*157.50	.....	7.50	.....	39.50	.....	*197.
53	Pittsburg, Ft. Wayne and Chicago Railway	251.90	.....	251.90	.....	.....	.....	55.	.....	305.
54	Rocky River Railroad	5.53	.....	5.53	.....	.....	.....	36	.....	5.89
55	Sandusky, Mansfield and Newark Railroad (b)	116.25	.....	116.25	.....	.....	.....	17.09	.....	133.34
56	Toledo, Canada Southern and Detroit Railway	7.	.....	7.	.....	.....	.....	2	.....	9.
57	Toledo and Maumee Narrow-Gauge Railroad	.....	.....	7.	.....	.....	.....	5.18	.....	7.518
58	Toledo, Tiffin and Eastern Railroad (a)	43.06	.....	43.06	.....	.....	.....	3.54	.....	46.60
59	Toledo, Walash and Western Railway	75.50	.....	75.50	.....	.....	.....	14.30	.....	89.80
60	Valley Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....
61	Wheeling and Lake Erie Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deduct		3,883.782	.....	4,407.442	.....	.....	.....	.....	.....	5,549.468
Totals		*33	.....	*33.	.....	.....	.....	.....	.....	*33.
		3,850.789	.....	4,374.442	.....	593.66	.....	879.703	.....	5,516.468
		.....	.....	174.246	.....	.....	.....	88.077	.....	.....

*The Central Ohio Railroad and Pittsburgh, Cincinnati and St. Louis Railway Companies each own an undivided half of the 33 miles from Newark to Columbus—it being counted in the line of both—is deducted from the total. †60 miles additional owned is included in the line of the Atlantic and Great Western Railroad. (a) Operated by Pennsylvania Company. (b) Operated by Baltimore and Ohio Railroad Company. (c) Operated by Mar. and Cin. R. R. Co. (d) Operated by Cin. Ham. and Dayton Co. (e) Operated by Ind., Cin. and Laf. R. R. Co. (f) Operated by Pitts. Cin. and St. Louis R'y Co. (g) Operated by Cleve., Col., Cin. and Ind. R'y Co. (h) Operated by Whitewater Valley R. R. Co. Lessee Harrison Branch (i) Operated by A. and G. W. R. R. Co. (j) Operated by Cin., Sin. and Cleve. R. R. Co. (k) Operated by Pitts., Ft. W. and Chi. R'y., (l) Operated by L. S. and Mich. S. R'y. Co. (m) Operated by Cleve., Mt. V. and Del. R. R. Co.

30	Columbus and Xenia Railroad	290,000 00	3	6,000 00	1	15,000 00	21	19	17	e
31	Dayton and Michigan Railroad	.....	1	.....	1	.....	5	15	4	221
32	Dayton and Union Railroad	.....	.....	.....	.....	.....	.....	.....	.....	60
33	Gallipolis, McArthur and Columbus Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	Harrison Branch Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	Iron Railroad	18,830 25	.....	.....	a1	19,471 76	.....	10	3	g
36	Lake Erie and Louisville Railway	.....	.....	.....	.....	7,500 00	.....	18	6	g
37	Lake Shore and Michigan Southern Railway	27,007 00 00	10	99,000 00	12	62,000 00	176	104	39	120
38	Lake Shore and Tuscarawas Valley Railway	58,396 83	4	.....	1	.....	15	19	5	469
39	Lawrence Railroad	.....	.....	.....	.....	.....	.....	.....	.....	90
40	Little Miami Railroad	954,923 48	.....	.....	.....	.....	.....	.....	.....	h
41	Mahoning Coal Railroad	.....	.....	.....	.....	.....	.....	.....	.....	e
42	Mansfield, Coldwater and Lake Michigan R.R.	.....	.....	.....	.....	.....	.....	.....	.....	i
43	Marietta and Cincinnati Railroad	291,080 27	8	10,000 00	15	26,000 00	5	4	3	81
44	Marietta, Pittsburg and Cleveland Railway	.....	4	1,000 00	1	.....	42	32	27	249
45	Massillon and Cleveland Railroad	.....	.....	.....	.....	.....	17	26	6	74
46	Michigan and Ohio Railway	.....	.....	.....	.....	.....	.....	.....	.....	j
47	Newark, Somerset and Straitsville Railroad	31,501 00	2	.....	1	.....	.....	12	6	30
48	North Columbus Railway	.....	1	.....	.....	.....	.....	3	.....	.....
49	Ohio and Mississippi Railway	.....	1	800 00	1	200 00	54	5	5	18
50	Ohio and Toledo Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....
51	Painesville and Youngstown Railroad	.....	2	300 00	1	100 00	.....	3	2	54
52	Pittsburg, Cincinnati and St. Louis Railway	.....	12	40,000 00	10	25,500 00	82	96	51	440
53	Pittsburg, Ft. Wayne and Chicago Railway	.....	7	60,500 00	4	41,000 00	48	55	29	564
54	Rocky River Railroad	.....	1	.....	.....	.....	.....	2	3	8
55	Sandusky, Mansfield and Newark Railroad	85,800 00	2	.....	2	.....	14	24	14	149
56	Toledo, Canada Southern and Detroit R'y	.....	.....	.....	.....	.....	.....	.....	.....	.....
57	Toledo and Maumee Narrow-Gauge Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....
58	Toledo, Tiffin and Eastern Railroad	.....	1	1,500 00	.....	.....	4	8	4	59
59	Toledo, Walbash and Western Railroad	.....	1	.....	1	.....	114	10	8	48
60	Valley Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....
61	Wheeling and Lake Erie Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals		\$8,245,051 73	130	\$433,436 93	78	\$385,628 93	904	963	511	4,667

- (a) Includes engine-house.
 (b) Included in report of Lessee Marietta and Cincinnati Railroad Co.
 (c) Included with Harrison Branch Railroad.
 (d) Included in line of Atlantic and Great Western Railroad.
 (e) Included in line of Pittsburg, Cincinnati and St. Louis Railway.
 (f) Included in line of Cincinnati, Sandusky and Cleveland Railroad.
 (g) Not reported.
 (h) Included in line of Pittsburg, Ft. Wayne and Chicago Railway.
 (i) Included in line of Lake Shore and Michigan Southern Railway.
 (j) Included in line of Cleveland, Mt. Vernon and Delaware Railroad.

VIII.—RAILWAY BRIDGES IN OHIO.

No.	COMPANY.	WOOD.		IRON.		COMBINATION.		STONE.		TOTAL.		BUILT WITHIN THE YEAR.			GREATEST AGE—YEARS.		
		Number	Length, Feet.	Number	Length, Feet.	Number	Length, Feet.	Number	Length, Feet.	Number	Length, Feet.	Number	Material.	Length, Feet.	Wood.	Iron.	Combination.
1	Ashtabula, Youngstown and Pitts. Railroad	5	4.2							5	402				24		
2	Atlantic and Great Western Railroad	58	6,380	5	641			3	80	66	7,101	4	Wood	397	9	19	
3	Atlantic and Lake Erie Railway																
4	Atlantic and South Eastern Railway																
5	Balt., Pitts. and Chicago Railway—Ohio Div.			4	909					4	909	4	Iron	909			
6	Baltimore Short Line Railway																
7	Central Ohio Railroad	62	4,807	4	768					66	5,575				21	21	
8	Chicago and Atlantic Railway																
9	Chicago and Canada Southern Railway																
10	Chicoutimi and Baltimore Railway (a)																
11	Chicoutimi and Great Northern Railroad																
12	Chicoutimi, Hamilton and Dayton Railroad	15	3,465							15	3,465	2	Wood	816	16		
13	Chicoutimi, Hamilton and Indianapolis Railroad	3	989							3	989	3	Wood	340	3		
14	Chicoutimi and Indiana Railroad	3	1,041							4	1,161	1	Wood	725	14		
15	Chicoutimi and Muskegon Valley Railway	42	6,678			1	102	1	140	44	6,929	7	Wood, 6; stone, 1			3	
16	Chicoutimi Railway Tunnel																
17	Chicoutimi, Richmond and Chicago Railroad	22	2,476							22	2,476				15		
18	Chicoutimi, Sandusky and Cleveland Railroad	12	2,134							12	2,134				19		
19	Chicoutimi and Springfield Railway	30	3,204							30	3,204				3		
20	Chicoutimi and Whitewater Valley Railroad	1	500							1	500	1	Wood	500			
21	Cleveland, Col., Cin. and Indianapolis Railway	19	1,785	5	616			9	824	33	3,235	4	Wood, 1; iron, 3	645	14	24	
22	Cleveland and Mahoning Valley Railway (b)																
23	Cleveland, Mr. Vernon and Delaware Railroad	31	2,706	1	313			1	140	33	3,129	1	Wood	48	3	2	
24	Cleveland and Newburgh Railroad	1	400							1	400				6		
25	Cleveland and Pittsburgh Railroad	63	5,042	2	278			12	1,350	77	6,670	5	Wood	222	11	7	
26	Columbus, Chicago and Ind. Cent'l Railway (c)																
27	Columbus and Hocking Valley Railroad																
28	Columbus, Springfield and Cin. Railroad (d)																
29	Columbus and Toledo Railroad	11	2,384	3	491	4	404			18	3,276	3	Iron	491	7		3
30	Columbus and Xenia Railroad (e)																
31	Dayton and Michigan Railroad	18	2,376							18	2,376				14		
32	Dayton and Union Railroad	1	142							1	142				11		
33	Gallipolis, McArthur and Columbus Railroad																
34	Harrison Branch Railroad	1	239							1	230				3		
35	Iron Railroad	23	662	1	94					24	766	7	Wood	145	4	16	
36	Lake Erie and Louisville Railway	5	549							5	540				2		
37	Lake Shore and Michigan Southern Railway	23	3,261	13	1,574			11	2,039	47	6,874				22		10
38	Lake Shore and Tuscarawas Valley Railway	9	1,293							9	1,260				2		
39	Lawrence Railroad	4	578							4	578				2		

IX.—TRESTLES, TUNNELS, AND FENCING IN OHIO.

No.	COMPANY.	TRESTLES.				TUNNELS.		FENCING.		
		Number.	Length—feet.	Greatest age—years.	Number.	How arched.	Length—feet.	Built within the year.		Additional required to inclose road—miles.
								Miles.	Cost per rod.	
1	Ashtabula Youngstown and Pitts R. R.	61	4,536	2				12	\$1 25	90.
2	Atlantic and Great Western Railroad	25	3,000					20.	1 50	
3	Atlantic and Lake Erie Railway.									
4	Atlantic and South Eastern Railway.									
5	Blt., Pitts and Chicago R'y.—Ohio Div.	a	7,515	1				30.		
6	Baltimore Short Line Railway									
7	Central Ohio Railroad									
8	Chicago and Atlantic Railway				5	3 stone (1,196); 2 wood (757)	1,953	18.	1 40	29.60
9	Chicago and Canada Southern Railway.	14	216	2						
10	Cincinnati and Baltimore Railway (b)									
11	Cincinnati and Great Northern Railroad									
12	Cin., Han. and Dayton Railroad									
13	Cin., Han. and Indianapolis Railroad	2	112	5						
14	Cincinnati and Indiana Railroad				1	Brick	1,640	8.	1 50	15
15	Cincinnati and Maskington Valley R'y.	56	7,246	9	1	Natural rock	1,185	1 59	1 43	115.38
16	Cincinnati Railway Tunnel									
17	Cin., Richmond and Chicago Railroad							1.25	1 70	16.
18	Cin., Sandusky and Cleveland Railroad.							6.	1 80	11.
19	Cincinnati and Strongsville Railway		1,725	15				10.	1 55	
20	Cincinnati and Whiteoaker Valley R. R.									
21	Cleveland, Col., Cin. and Indianapolis R'y.									
22	Cleveland and Mahoning Valley R'y (c)							28.	1 55	
23	Cleveland, Mt. Vernon and Delaware Railroad	42	10,000	10						
24	Cleveland and Newburgh Railroad				1	Stone		40.	1 50	80.
25	Cleveland and Pittsburgh Railroad				1	Brick	30			75
26	Col., Chi. and Indiana Central R'y (d)						1,010	22.50	2 15	70.

30	Columbus and Xenia R. R.	23	4	15	654	32	2					735	735	(d)	25	25	23	12	10
31	Darton and Michigan R. R.	5	2	3	68	7						80	80	(d)	15	15	12	12	10
32	Darton and Union R. R.																		
33	Gallup, McArthur and Col. R. R.	7	4	3	160	2	5	2				144	16	24	21	24	21	8	8
34	Harris, Branch R. R.	4	4	3	161	18						50	50		15	15	15	10	10
35	Iron R. R.	4	3	3	80	2	1					135	135	24	20	24	20	15	10
36	Lake Erie and Louisville R. R.	6	3	4	32	159						11,132	4,786	40	30	30	30	22	15
37	Lake Erie and Mich. Southern R. R.	496	77	172	32	9,986						312	312	30	20			15	8
38	Lake Shore and Tuscarawas Val. R. R.	15	2	6	328														
39	Lavaca R. R.																		
40	Little Miami R. R.																		
41	Mahoning Coal R. R.																		
42	Mans, Galloway and L. Mich. R. R. (a)											84	84	(d)			20	15	10
43	Marquette and Cincinnati R. R.	77	9	34	8	1,609						2,083	2,083	35	29	30	20	12	9
44	Marquette, Pittsburg and Cleve. R. R.	6	2	6	113	1						160	160	24	16	24	16	15	10
45	Massillon and Cleveland R. R.																		
46	Michigan and Ohio R. R.																		
47	Newark, Summit and Straitsville R. R.	8	1	1	14	1						207	207			20	17	15	10
48	North Columbus R. R.	2		3	5														
49	Ohio and Mississippi R. R.	112	22	51	6	1,614	500					3,000	300	40	25	35	20	15	12
50	Ohio and Toledo R. R.	1		1	3														
51	Painesville and Youngstown R. R.	6	2	2	43	10						20	20						
52	Pittsburg, Cleve. and St. Louis R. R.	331	70	137	43	3,832	114	16				6,374	3,334	40	31	30	24	15	10
53	Pitts., Ft. Wayne and Chicago R. R.	278	55	131	26	5,155	116	5				6,185	2,120	(d)	27	(d)	21	15	11
54	Rocky River R. R.	2	6			3						7	7			20	12		
55	Sandusky, Mansfield and Detroit R. R.	23	9	10	213	24						795	795	40	27	35	24	15	10
56	Toledo, Can. South and Detroit R. R.																		
57	Toledo and Maumee Nar. Gauge R. R.																		
58	Toledo, Tilgh and Eastern R. R.											84	84			(d)	21	15	10
59	Toledo, Walash and Western R. R.	198	43	56	9	4,437	296	7	5	9	6	3,718	446	35	28	25	20	15	10
60	Valley R. R.																		
61	Wheeling and Lake Erie R. R.																		
	Totals	3,356	491	987	164	48,428	2,381	100	27	61	144	52	50,872	27,711					

* Includes equipment not owned. (a) Operated by Pennsylvania Company; no particular equipment allotted to line. (b) Equipment principally furnished by Baltimore and Ohio Railroad Company, operating the line; numbers not specified. (c) Includes two dummy engines. (d) Not limited.

XL.—RAIL LAID IN OHIO WITHIN THE YEAR—MILES.

No.	COMPANY.	New iron.	Re-rolled.	Spliced and mended.	Steel and steel-capped.	Total.
1	Ashland, Youngstown and Pittsburgh Railroad					
2	Atlantic and Great Western Railroad		60.91			60.91
3	Atlantic and Lake Erie Railway					
4	Atlantic and South Eastern Railway					
5	Baltimore, Pittsburgh and Chicago Railway, Ohio Division	98.25				98.25
6	Baltimore Shore Line Railway					
7	Central Ohio Railroad	16.11	19.29	4.01		39.41
8	Chicago and Atlantic Railway					
9	Chicago and Canada Southern Railway					
10	Cincinnati and Baltimore Railroad					
11	Cincinnati and Great Northern Railroad					
12	Cincinnati, Hamilton and Dayton Railroad	4.034	137.30		2	197.64
13	Cincinnati, Hamilton and Indianapolis Railroad		1.195			1.195
14	Cincinnati and Indiana Railroad		2.10			2.10
15	Cincinnati and Muskingum Valley Railroad	1.59	21.17	4.30	4.10	27.60
16	Cincinnati Railway Tunnel					
17	Cincinnati, Richmond and Chicago Railroad		2.02			2.02
18	Cincinnati, Sandusky and Cleveland Railroad	1.75	7.25	11.30		20.30
19	Cincinnati and Springfield Railway		4.			4.
20	Cincinnati and Whitewater Valley Railroad	2.50				2.50
21	Cleveland, Columbus, Cincinnati and Indianapolis Railway					
22	Cleveland and Mahoning Valley Railway		31.	23.50	39.57	97.07
23	Cleveland, Mr. Vernon and Delaware Railroad					
24	Cleveland and Newburgh Railroad	17.60				17.60
25	Cleveland and Pittsburgh Railroad					
26	Columbus, Chicago and Indiana Central Railway	21.30	69.184			90.784
27	Columbus and Hocking Valley Railroad					
28	Columbus, Springfield and Cincinnati Railroad		10.40		15.	25.40
29	Columbus and Toledo Railroad					
30	Columbus and Xenia Railroad					
31	Dayton and Michigan Railroad	5.06	8.26			13.32
32	Dayton and Union Railroad	1.50				1.50
33	Gallipolis, McArthur and Columbus Railroad					

34	Harrison Branch Railroad	3.10				3.10
35	Iron Railroad	5.				5.
36	Lake Erie and Louisville Railway	8.81				8.81
37	Lake Shore and Michigan Southern Railway					
38	Lake Shore and Pascarawas Valley Railway	11.37	64.344	33.217		159.566
39	Lawrence Railroad					11.37
40	Little Miami Railroad		3.18			3.18
41	Mahoning Coal Railroad					
42	Mansfield, Coldwater and Lake Michigan Railroad	3.58				3.58
43	Marquette and Cincinnati Railroad	20.				20.
44	Marquette, Pittsburg and Cleveland Railway	113.60				113.60
45	Massillon and Cleveland Railroad	23.50				23.50
46	Michigan and Ohio Railway					
47	Newark, Somerset and Staatsville Railroad	2.32				2.32
48	North Columbus Railway	4.06				4.06
49	Ohio and Mississippi Railway					
50	Ohio and Toledo Railroad					
51	Painesville and Youngstown Railroad	10.50				10.50
52	Pittsburgh, Cincinnati and St. Louis Railway	40.74				40.74
53	Pittsburgh, Ft. Wayne and Chicago Railway		27.60	51.818		166
54	Rocky River Railroad					
55	Sandusky, Mansfield and Newark Railroad	25.68				25.68
56	Toledo, Canada Southern and Detroit Railway	2.	9.77			2.
57	Toledo and Maumee Narrow-Gauge Railroad					
58	Toledo, Tiffin and Eastern Railroad	7.518				7.518
59	Toledo, Wabash and Western Railway			8.90		10.90
60	Valley Railway	2.				
61	Wheeling and Lake Erie Railroad					
Totals		453.472	1 4 924	155.855		1,256.941

XII.—RATE PER MILE CHARGED FOR TRANSPORTATION—CENTS.

No.	COMPANY.	PASSENGERS.				FREIGHT, PER TON.			
		Under 8 miles.		Over 8 miles.		Under 5 miles.		Over 5 miles.	
		High- est.	Low- est.	High- est.	Low- est.	High- est.	Low- est.	High- est.	Low- est.
1	Ashtabula, Youngstown and Pitts. Railroad.	4.	4.	3.50	3.	29.	14.	12	1.25
2	Atlantic and Great Western Railroad	10.	4.	3	2.50	16.	66.	63.08	.92
3	Atlantic and Lake Erie Railway								
4	Atlantic and South Eastern Railway.								
5	Balt., Pitts. and Chicago Railway—Ohio Div.	5 68		3.					
6	Baltimore Short Line Railway								
7	Central Ohio Railroad	13 50	4.17	4.17	3.33	2.	1.25	13.	.80
8	Chicago and Atlantic Railway								
9	Chicago and Canada Southern Railway								
10	Cincinnati and Baltimore Railway								
11	Cincinnati and Great Northern Railroad								
12	Cincinnati, Hamilton and Dayton Railroad	10.	3.	3	2.83	2.50	10.	7.	1.43
13	Cincinnati, Ham. and Indianapolis Railroad	15.	2.	4.	2.	20.	10.	3.33	1.43
14	Cincinnati and Indiana Railroad	10.	1.	4.	.48	3.33	10.	1.75	.90
15	Cincinnati and Muskingum Valley Railway	4.	4	3.	3	3.	7.50	9.29	1.
16	Cincinnati Railway Tunnel								
17	Cincinnati, Richmond and Chicago Railroad	15.	3.	3.	3.	2.50	10.	7.	1.50
18	Cincinnati, Sandus and Cleveland Railroad	5.	5.	3.50	2.	36.60	8.33	12.58	.76
19	Cincinnati and Springfield Railway	10.	3.	3.	3.	.75	3.	5.50	.70
20	Cincinnati and Whitewater Valley Railroad								
21	Cleve., Col., Cin. and Indianapolis Railway	10.	3.	3.50	3.	5.50	3.	5.50	.70
22	Cleveland and Mahoning Valley Railway								
23	Cleve., Mt. Vernon and Delaware Railroad	5.	5.	3.	2.40	40.	40.	23.66	1.
24	Cleveland and Newburgh Railroad	5.	3.						
25	Cleveland and Pittsburgh Railroad	5.	5.	3.75	3.25	1.12	80.	18.	1.333
26	Columbus, Chicago and Ind. Central Railroad								
27	Columbus and Hocking Valley Railroad	5.	5.	3.	3.	2.50	8.	17.	1.50
28	Columbus, Springfield and Cin. Railroad								
29	Columbus and Toledo Railroad								

XIII.—MILEAGE OF LOCOMOTIVES HAULING TRAINS.

No.	COMPANY.	Passenger.	Freight.	Mixed.	Construction, etc.	Total.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	86,638	78,852	.....	30,835	196,325
2	Atlantic and Great Western Railroad.....	1,007,587	4,413,559	.....	165,300	5,576,446
3	Atlantic and Lake Erie Railroad.....	.....	.....	.....	.....	.....
4	Atlantic and South Eastern Railroad.....	.....	.....	.....	.....	.....
5	Baltimore, Pittsburgh and Chicago Railway—Ohio Division.....	22,730	24,230	.....	139,146	186,106
6	Baltimore-Short Line Railroad.....	.....	.....	.....	.....	.....
7	Central Ohio Railroad.....	308,166	639,547	270,125	46,485	1,294,323
8	Chicago and Atlantic Railway.....	.....	.....	.....	.....	.....
9	Chicago and Canada Southern Railway.....	.....	.....	.....	.....	.....
10	Cincinnati and Baltimore Railway.....	.....	.....	.....	.....	.....
11	Cincinnati and Great Northern Railroad.....	.....	.....	.....	.....	.....
12	Cincinnati, Hamilton and Dayton Railroad.....	326,656	282,796	.....	65,916	675,368
13	Cincinnati, Hamilton and Indianapolis Railroad.....	161,239	287,455	.....	121,400	570,094
14	Cincinnati and Indiana Railroad (a).....	466,364	604,159	.....	361,314	1,432,167
15	Cincinnati and Muskingum Valley Railway.....	136,500	214,580	.....	26,390	438,070
16	Cincinnati Railway Tunnel.....	.....	.....	.....	.....	.....
17	Cincinnati, Richmond and Chicago Railroad.....	89,650	76,700	7,085	.....	173,435
18	Cincinnati, Sandusky and Cleveland Railroad.....	318,591	369,274	.....	61,804	749,669
19	Cincinnati and Springfield Railway.....	257,005	285,215	.....	36,374	579,154
20	Cincinnati and Whitewater Valley Railway.....	.....	.....	.....	.....	.....
21	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	757,227	3,299,135	.....	139,742	4,196,104
22	Cleveland and Mahoning Valley Railway.....	.....	.....	.....	.....	.....
23	Cleveland, Mt. Vernon and Delaware Railroad (b).....	.....	.....	.....	.....	.....
24	Cleveland and Newburgh Railroad.....	36,500	.....	.....	.....	36,500
25	Cleveland and Pittsburgh Railroad.....	339,638	(c) 1,266,991	.....	613,213	2,209,842
26	Columbus, Chicago and Indiana Central Railway.....	.....	.....	.....	.....	.....
27	Columbus and Docking Valley Railroad.....	.....	.....	.....	.....	.....
28	Columbus, Springfield and Cincinnati Railroad.....	.....	.....	.....	.....	.....
29	Columbus and Toledo Railroad.....	.....	.....	.....	.....	.....
30	Columbus and Xenia Railroad.....	.....	.....	.....	.....	.....
31	Dayton and Michigan Railroad.....	318,635	359,800	.....	42,191	790,776
32	Dayton and Union Railroad.....	567,12	4,532	29,442	4,888	94,604
33	Gallipolis, McArthur and Columbus Railroad.....	.....	.....	.....	.....	.....
34	Harrison Branch Railroad (d).....	105,800	60,144	.....	10,200	176,204
35	Iron Railroad.....	27	9,779	18,315	1,435	29,556

		84,510	33,344	16,810	4,080	138,744
36	Lake Erie and Louisville Railway.....	2,712,734	7,366,999		810,028	10,889,861
37	Lake Shore and Michigan Southern Railway.....					
38	Lake Shore and Tuscarawas Valley Railway (b).....					
39	Lawrence Railroad.....					
40	Little Miami Railroad.....					
41	Mahoning Coal Railroad.....					
42	Mansfield, Coldwater and Lake Michigan Railroad.....	63,138	48,306		22,343	133,787
43	Marietta and Cincinnati Railroad.....	745,700	1,706,200		233,700	2,745,600
44	Marietta, Pittsburg and Cleveland Railway (b).....					
45	Massillon and Cleveland Railroad.....					
46	Michigan and Ohio Railway.....					
47	Newark, Somerset and Straitsville Railroad.....	56,300	153,275		71,524	281,189
48	North Columbus Railway.....					
49	Ohio and Mississippi Railway.....	833,255	2,096,558		160,789	3,120,602
50	Ohio and Toledo Railroad.....					
51	Painesville and Youngstown Railroad.....					
52	Pittsburgh, Cincinnati and St. Louis Railway.....	2,351,367	6,241,017		374,531	8,966,915
53	Pittsburgh, Ft. Wayne and Chicago Railway.....	1,755,011	5,639,399	(c) 346,559		7,740,969
54	Rocky River Railroad.....	35,090				35,090
55	Stodolusky, Mansfield and Newark Railroad.....	150,100	606,941		153,871	970,912
56	Toledo, Canada Southern and Detroit Railway.....					
57	Toledo and Maumee Narrow-Gauge Railroad.....					
58	Toledo, Tiffin and Eastern Railroad.....	52,119	39,550		12,537	104,206
59	Toledo, Walush and Western Railway.....	911,430	(c) 3,078,714		389,571	4,379,775
60	Valley Railway.....					
61	Wheeling and Lake Erie Railroad.....					
	Totals.....	14,231,979	39,822,014	704,612	4,104,797	59,453,402

(a) For entire line ; Indianapolis, Cincinnati and Lafayette Railroad

Company, lessee.

(b) Not kept.

(c) Includes "mixed" trains

(d) For entire line ; Whitewater Valley Railroad Company, lessee.

(e) Includes construction trains.

XIV.—MILEAGE OF CARS.

No.	COMPANY.	Passenger.	Express and baggage.	Freight.	Caboose.	Construction and other.	Empty cars.	Total.
1	Ashtabula, Youngstown and Pittsburgh Railroad	159,424	78,423	467,102	44,661	.....	204,529	954,139
2	Atlantic and Great Western Railroad	3,320,705	1,168,176	53,279,544	(a)	.....	(c)	57,308,425
3	Atlantic and Lake Erie Railway	.....	.....	.....	.....	.....	.....	.....
4	Atlantic and South Eastern Railway	.....	3,696	328,887	7,736	841,301	70,136	1,267,024
5	Baltimore, Pittsburgh and Chicago R'y—Ohio Div	15,248	.....	.....	.....	.....	.....	.....
6	Baltimore Short Line Railway	.....	413,181	6,809,664	314,978	166,411	1,632,090	10,163,636
7	Central Ohio Railroad	707,312	.....	.....	.....	.....	.....	.....
8	Chicago and Atlantic Railway	.....	.....	.....	.....	.....	.....	.....
9	Chicago and Canada Southern Railway	.....	.....	.....	.....	.....	.....	.....
10	Cincinnati and Baltimore Railway	.....	.....	.....	.....	.....	.....	.....
11	Cincinnati and Great Northern Railroad	.....	.....	.....	.....	.....	.....	.....
12	Cincinnati, Hamilton and Dayton Railroad	1,011,552	416,733	4,734,159	(a)	397,044	96,540	7,466,048
13	Cincinnati, Hamilton and Indianapolis Railroad	664,371	287,524	1,445,749	.....	.....	718,136	3,115,780
14	Cincinnati and Indiana Railroad (b)	1,267,985	541,273	7,366,545	434,044	.....	1,888,695	11,558,552
15	Cincinnati and Muskingum Valley Railway	382,034	133,383	1,472,935	120,663	.....	806,177	2,915,192
16	Cincinnati Railway Tunnel	.....	.....	.....	.....	.....	.....	.....
17	Cincinnati, Richmond and Chicago Railroad	203,182	76,689	473,042	.....	.....	191,760	944,683
18	Cincinnati, Sandusky and Cleveland Railroad	(c) 1,027,170	.....	3,983,740	(a)	741,648	(a)	5,752,538
19	Cincinnati and Springfield Railway	302,632	214,620	3,621,000	116,280	(d)	(d)	4,251,532
20	Cincinnati and Whitewater Valley Railroad	.....	.....	.....	.....	.....	.....	.....
21	Cleveland, Columbus, Cincinnati and Indianapolis R'y	2,334,625	1,186,342	29,894,567	1,176,246	(d)	(d)	34,591,780
22	Cleveland and Mahoning Valley Railway	.....	.....	.....	.....	.....	.....	.....
23	Cleveland, Mc. Vernon and Delaware Railroad	253,726	218,300	2,091,117	88,714	51,972	(a)	2,703,829
24	Cleveland and Newburgh Railroad	36,500	.....	.....	.....	.....	.....	36,500
25	Cleveland and Pittsburgh Railroad	(c) 1,788,700	.....	15,734,468	(a)	600,465	4,89,515	22,513,148
26	Columbus, Chicago and Indiana Central Railroad	.....	.....	.....	.....	.....	.....	.....
27	Columbus and Hocking Valley Railroad	218,550	94,400	3,794,872	80,710	24,500	2,307,591	6,580,653
28	Columbus, Springfield and Cincinnati Railroad	.....	.....	.....	.....	.....	.....	.....
29	Columbus and Toledo Railroad	.....	.....	.....	.....	.....	.....	.....
30	Columbus and Xenia Railroad	.....	.....	.....	.....	.....	.....	.....
31	Dayton and Michigan Railroad	661,371	287,524	2,401,914	.....	.....	1,251,744	4,105,553
32	Dayton and Union Railroad	167,226	111,484	323,070	4,532	.....	177,688	784,000
33	Gallipolis, McArthur and Columbus Railroad	.....	.....	.....	.....	.....	.....	.....
34	Harrison Branch Railroad (J)	119,714	94,991	423,302	53,642	.....	212,110	903,759

	Iron Railroad	16,778	52	103,266	.....	1,620	64,994	186,710
35	Lake Erie and Louisville Railway	104,261	101,320	215,656	.....	14,460	114,028	583,069
36	Lake Erie and Michigan Southern Railway	5,922,376	4,330,426	165,556,478	.....	7,042,500	55,252,492	245,721,271
37	Lake Shore and Tuscarawas Valley Railway (d)	.....	.....	.....	.....	.....	.....	.....
38	Lawrence Railroad	.....	.....	.....	.....	.....	.....	.....
39	Little Miami Railroad	.....	.....	.....	.....	.....	.....	.....
40	Maioning Coal Railroad	.....	.....	.....	.....	.....	.....	.....
41	Mansfield, Coldwater and Lake Michigan Railroad	108,378	49,469	303,800	.....	.....	124,815	586,453
42	Marietta and Cincinnati Railroad	1,460,179	620,616	15,926,161	.....	.....	3,080,689	22,495,145
43	Marietta, Pittsburg and Cleveland Railway (d)	.....	.....	.....	.....	.....	.....	.....
44	Massillon and Cleveland Railroad	.....	.....	.....	.....	.....	.....	.....
45	Michigan and Ohio Railway	.....	.....	.....	.....	.....	.....	.....
46	Newark, Somerset and Straitsville Railroad	55,088	27,544	1,907,900	.....	45,575	486,761	2,620,292
47	North Columbus Railway	.....	.....	.....	.....	.....	.....	.....
48	Ohio and Mississippi Railway	2,161,283	1,271,754	23,179,913	.....	(a)	(c)	26,612,950
49	Ohio and Toledo Railroad	.....	.....	.....	.....	.....	.....	.....
50	Painesville and Youngstown Railroad	.....	.....	.....	.....	.....	.....	.....
51	Pittsburgh, Cincinnati and St. Louis Railway	6,648,747	3,522,772	61,399,762	.....	4,301,541	20,856,595	98,377,212
52	Pittsburgh, Ft. Wayne and Chicago Railway	5,631,243	2,702,646	56,134,672	.....	4,118,063	17,519,311	86,105,905
53	Rocky River Railroad	52,635	.....	.....	.....	.....	.....	52,635
54	Sandusky, Mansfield and Newark Railroad	477,072	198,081	6,998,756	.....	629,813	1,480,470	10,487,142
55	Toledo, Canada Southern and Detroit Railway	.....	.....	.....	.....	.....	.....	.....
56	Toledo and Maumee Narrow Gauge Railroad	.....	.....	.....	.....	.....	.....	.....
57	Toledo, Tiffin and Eastern Railroad	101,790	47,126	292,849	.....	.....	131,192	572,957
58	Toledo, Wabash and Western Railway (d)	.....	.....	.....	.....	.....	.....	.....
59	Valley Railway	.....	.....	.....	.....	.....	.....	.....
60	Wheeling and Lake Erie Railroad	.....	.....	.....	.....	.....	.....	.....
61	Totals	37,624,857	18,198,566	470,954,900	.....	19,991,830	113,928,058	673,491,512

(a) Includes freight cars. (b) For entire line, I. C. & L. R. R. Co. lessees. (c) Includes express and baggage. (d) Not kept.
(e) Not reported. (f) For entire line, W. V. R. R. Co. lessees.

XV.—PASSENGERS.

No.	COMPANY.	Number car- ried of all classes.	Total mileage, or number carried one mile.	Average trav- els trav- eled by each.	Average amount re- ceived for each.	Average amt per mile re- ceived for each.
1	Ashtabula, Youngstown and Pittsburgh Railroad	111,935	1,627,774	14.50	\$0.4018	Cents. 02.77
2	Atlantic and Great Western Railroad	1,030,722	39,534,723	38.36	93.94	02.45
3	Atlantic and Lake Erie Railway					
4	Atlantic and South Eastern Railway					
5	Baltimore, Pittsburgh and Chicago Railway, O. & P. Div.	17,215	371,133	22.	65.	03.
6	Baltimore Short Line Railway					
7	Central Ohio Railroad	212,123	7,944,785	37.45	1.20.06	03.97
8	Chicago and Atlantic Railway					
9	Chicago and Canada Southern Railway					
10	Cincinnati and Baltimore Railway					
11	Cincinnati and Great Northern Railroad					
12	Cincinnati, Hamilton and Dayton Railroad	639,455	11,215,268	17.	43.94	02.584
13	Cincinnati, Hamilton and Indianapolis Railroad	112,030	3,527,190	31.50	1.11.17	03.53
14	Cincinnati and Indiana Railroad (or)	545,100	20,545,979	36.40	1.09.89	03.02
15	Cincinnati and Muskingum Valley Railway	176,042	3,602,036	20.45	66.82	03.238
16	Cincinnati Railway Tunnel					
17	Cincinnati, Richmond and Chicago Railroad	73,789	1,922,682	26.05	96.84	03.71
18	Cincinnati, Richmond and Cleveland Railroad	255,467	6,613,478	25.89	83.64	03.23
19	Cincinnati and Springfield Railway	218,902	6,107,007	27.90	1.11.72	01.
20	Cincinnati and Whitewater Valley Railroad					
21	Cleveland, Columbus, Cincinnati and Indianapolis Railway	524,660	26,659,633	50.80	1.52.91	03.01
22	Cleveland and Mahoning Valley Railway					
23	Cleveland, Mt. Vernon and Delaware Railroad	242,913	4,608,602	18.97	54.26	02.86
24	Cleveland and Newburgh Railroad	265,768	7,95,804	3.	08.76	02.92
25	Cleveland and Pittsburgh Railroad	684,692	29,147,140	29.42	91.73	03.11
26	Columbus, Chicago and Indiana Central Railway	151,636	3,790,960	25.	74.80	02.992
27	Columbus and Hocking Valley Railroad					
28	Columbus, Springfield and Cincinnati Railroad					
29	Columbus and Toledo Railroad					
30	Columbus and Xenia Railroad					
31	Dayton and Michigan Railroad	283,107	8,889,635	31.40	1.15.85	03.69
32	Dayton and Union Railroad	65,009	1,863,193	28.66	75.23	02.63

33	Gallipolis, McArthur and Columbus Railroad	77,674	1,560,697	20.09	80.62	04.01
34	Harrison Branch Railroad (b)	30,901	250,819	8.12	32.57	04.01
35	Iron Railroad	82,940	1,516,522	18.65	56.59	03.05
36	Lake Erie and Louisville Railway	2,914,892	175,775,910	55.69	1 50.82	02.526
37	Lake Shore and Michigan Southern Railway	152,604	2,212,513	14.49	48.97	03.37
38	Lake Shore and Tuscarawas Valley Railway					
39	Lawrence Railroad					
40	Little Miami Railroad					
41	Mahoning Coal Railroad	53,997	1,317,203	24.39	66.21	02.71
42	Mansfield, Coldwater and Lake Michigan Railroad	572,397	19,674,527	34.36	88.43	02.574
43	Marbleta and Cincinnati Railroad	74,932	(c)	(c)	50.44	(c)
44	Marionetta, Pitsburg and Cleveland Railroad					
45	Mason and Cleveland Railroad					
46	Michigan and Ohio Railway					
47	Newark, Somerset and Straitsville Railroad	41,701	652,237	15.66	53.48	03.41
48	North Columbus Railway					
49	Ohio and Mississippi Railroad	469,185	37,018,326	78.90	2 15.	02.73
50	Ohio and Toledo Railroad					
51	Painesville and Youngstown Railroad	22,262			41.40	
52	Pittsburgh, Cincinnati and St. Louis Railway	2,642,761	81,862,285	40.74	1 13.56	02.76
53	Pittsburgh, Ft. Wayne and Chicago Railway	2,207,823	90,963,354	41.20	1 07.88	02.62
54	Rocky River Railroad	162,600	813,000	5.	10.	02
55	Sandusky, Mansfield and Newark Railroad	179,279	5,014,229	28.13	84.11	02.99
56	Toledo, Canada Southern and Detroit Railway					
57	Toledo and Maumee Narrow Gauge Railroad	50,150	1,116,596	22.86	66.29	02.90
58	Toledo, Tiffin and Eastern Railroad	690,841	32,276,091	46.71	1 60.53	03.436
59	Toledo, Wabash and Western Railway					
60	Valley Railway					
61	Wheeling and Lake Erie Railroad					
	Totals	15,487,294	621,887,641			

(a) Includes entire line—Indianapolis, Cincinnati and Lafayette Railroad Company, lessee. (b) Includes entire line—Whitewater Valley Railroad Company, lessee. (c) No record.

XVI.—FREIGHT TONNAGE.

No.	COMPANY.	Through.	Local.	Total.	Total move- ment, or tons carried one mile.	Average amount re- ceived for each ton.	Average amount re- ceived per mile for each ton.
1	Ashtabula, Youngstown and Pittsburgh Railroad		106,506	106,506	4,197,137	¢	0.24
2	Atlantic and Great Western Railroad	547,687	2,304,319	2,852,036	319,418,114	1	38.45
3	Atlantic and Lake Erie Railway						01.13
4	Atlantic and South Eastern Railway						
5	Baltimore, Pittsburgh and Chicago Railway—Ohio Div.		21,913	21,913	1,013,300	72.	01.56
6	Baltimore Short Line Railway						
7	Central Ohio Railroad		543,522	543,522	45,837,229	1	14.
8	Chicago and Atlantic Railway						01.352
9	Chicago and Canada Southern Railway						
10	Cincinnati and Baltimore Railway						
11	Cincinnati and Great Northern Railroad						
12	Cincinnati, Hamilton and Dayton Railroad	203,802	423,920	627,722	22,361,067	89	41
13	Cincinnati, Hamilton and Indianapolis Railroad	75,824	154,008	229,832	14,063,585	1	27.15
14	Cincinnati and Indiana Railroad	443,072	181,660	624,732	62,636,897	1	77.77
15	Cincinnati and Muskingum Valley Railway	12,497	162,163	174,660	10,075,190	1	58.08
16	Cincinnati Railway Tunnel						02.74
17	Cincinnati, Richmond and Chicago Railroad		145,237	145,237	5,612,533	90	35
18	Cincinnati, Sandusky and Cleveland Railroad	159,536	161,810	321,346	14,472,716	1	37.17
19	Cincinnati and Springfield Railway	278,682	91,910	370,592	20,561,504	98	29
20	Cincinnati and Whitewater Valley Railroad						01.772
21	Cleveland, Columbus, Cincinnati and Indianapolis R'y	1,041,982	516,632	1,558,614	251,401,262	2	11.40
22	Cleveland and Mahoning Valley Railway						01.295
23	Cleveland, Mt. Vernon and Delaware Railroad		271,886	271,886	10,473,045	98	93
24	Cleveland and Newburgh Railroad (a)						02.57
25	Cleveland and Pittsburgh Railroad	592,014	1,142,457	1,734,471	145,753,958	1	51.
26	Columbus, Chicago and Indiana Central Railway						01.79
27	Columbus and Hocking Valley Railroad	92,135	541,803	633,938	37,841,969	1	06.50
28	Columbus, Springfield and Cincinnati Railroad						01.78
29	Columbus and Toledo Railroad						
30	Columbus and Xenia Railroad						
31	Dayton and Michigan Railroad	56,911	275,724	332,635	35,970,435	2	03.37
32	Dayton and Union Railroad	62,008	34,050	96,058	4,033,357	83	56

33	Gallipolis, McArthur and Columbus Railroad	70,894	22,435	93,729	3,258,390	1 47.81	04.25
34	Harrison Branch Railroad	23,725	80,562	104,280	872,404	73.91	08.81
35	Iron Railroad		53,220	53,220	2,022,781	1 29.37	03.44
36	Lake Erie and Louisville Railway		4,633,542	5,219,013	1,019,616,415	2 48.61	01.255
37	Lake Shore and Michigan Southern Railway	585,471	283,191	283,191	12,436,859	90.	02.05
38	Lake Shore and Tuscarawas Valley Railway						
39	Lawrence Railroad						
40	Little Miami Railroad						
41	Malmoning Coal Railroad		55,563	55,563	2,147,442	81.08	2.69
42	Marshall, Coldwater and Lake Michigan Railroad		360,787	759,586	112,255,500	1 78.22	01.206
43	Marietta and Cincinnati Railroad	395,799	57,349	57,349	(b)	1 22.40	(b)
44	Marietta, Pittsburg and Cleveland Railway						
45	Massillon and Cleveland Railroad						
46	Michigan and Ohio Railway						
47	Newark, Somerset and Straitsville Railroad		218,790	218,790	9,032,755	73.17	01.77
48	North Columbus Railway						
49	Ohio and Mississippi Railroad	347,004	584,461	931,465	147,005,882	2 47.94	01,585
50	Ohio and Toledo Railroad						
51	Palmyra, Youngstown and Youngstown Railroad		4,131	4,131		1 08.40	
52	Pittsburgh, Cincinnati and St. Louis Railway	1,409,858	1,961,156	3,371,014	510,778,120	1 74.07	01.382
53	Pittsburgh, Ft. Wayne and Chicago Railway	913,443	1,577,008	2,500,451	487,512,166	2 67.	01.21
54	Rocky River Railroad (a)						
55	Sandusky, Mansfield and Newark Railroad		466,410	466,410	40,851,764	1 15.52	01.32
56	Toledo, Canada Southern and Detroit Railway						
57	Toledo and Maumee Narrow-Gauge Railroad		69,064	69,661	2,228,559	76.98	02.20
58	Toledo, Tiffin and Eastern Railroad		837,534	1,376,836	298,852,597	2 89.98	01.336
59	Toledo, Wabash and Western Railway	519,302					
60	Valley Railway						
61	Wheeling and Lake Erie Railroad						
Totals		7,824,679	18,374,756	26,199,435	3,717,622,979		

(b) No record.

(a) Carry passengers only.

29	Columbus and Toledo Railroad	19,483	14,172	2,223	384	3,001	1,112	4,797	121,453	9,890
30	Columbus and Xenia Railroad									
31	Dayton and Michigan Railroad									
32	Davton and Union Railroad									
33	Gallipolis, McArthur and Columbus Railroad									
34	Harrison Branch Railroad	13,885	4,618			30,321	4,301		13,363	10,141
35	Iron Railroad	40,105	321	21	23,349			177	1,001	7
36	Lake Erie and Louisville Railroad	579	1,126	591		21		111	16,329	6,831
37	Lake Shore and Michigan Southern Railroad	581,760	169,445	565,345	11,085	33,550	21,070	109,845	588,191	437,491
38	Lake Shore and Tuscarawas Valley Railroad	216,345	9,497		11,812	6,350			20,345	412
39	Lawrence Railroad									
40	Little Miami Railroad									
41	Mahoning Coal Railroad									
42	Mansfield, Coldwater and Lake Mich. Railroad	12,466	1,551	166		763	2,357	3,002	14,184	2,015
43	Marietta and Cincinnati Railroad	85,211	10,191	26,153	28,294	37,179	5,915	3,741	19,988	43,620
44	Marietta, Pittsburg and Cleveland Railroad	58,261	195	1,187	5,000		1,081	398	2,001	1,474
45	Massillon and Cleveland Railroad									
46	Michigan and Ohio Railway									
47	Newark, Somerset and Straitsville Railroad	290,417	1,882		3,072	22	2,827		2,240	1,820
48	North Columbus Railway									
49	Ohio and Mississippi Railroad	141,495	28,705	19,295	47,490	19,220	28,539	9,000	91,452	38,068
50	Ohio and Toledo Railroad									
51	Painesville and Youngstown Railroad									
52	Pittsburgh, Cincinnati and St. Louis Railway	734,012	55,633	10,455	12,580	37,455	31,881	109,719	300,675	282,798
53	Pittsburgh, P. Wayne and Chicago Railway	465,637	118,389	10,261	52,974	171,886	24,773	99,571	178,534	312,949
54	Rocky River Railroad									
55	Sandusky, Mansfield and Newark Railroad	165,474	6,016		27,535	1,241	751	627,374	51,555	2,620
56	Toledo, Canada Southern and Detroit Railway									
57	Toledo and Maumee Narrow Gauge Railroad									
58	Toledo, Tiffin and Eastern Railroad	20,226	2,799	58	2	752	277	1,437	18,846	902
59	Toledo, Wabash and Western Railway	134,771	42,421	8,476	4,829	1,816	18,605	5,227	102,534	137,047
60	Valley Railway									
61	Wheeling and Lake Erie Railroad									
	Totals	6,031,257	870,412	1,048,589	993,545	57,3570	177,875	547,160	2,323,217	1,753,670

(a) Includes all iron carried.

(b) All rails.

29	Columbus and Toledo Railroad	44,213	15,252	6,904	3,599	30,127	5,548	46,138	4,306
30	Columbus and Xenia Railroad							86,088	
31	Dayton and Michigan Railroad								
32	Dayton and Union Railroad								
33	Gallipolis, McArthur and Columbus Railroad								
34	Harrison Branch Railroad	6,254	4,986	4,919	5,534		13,590	11,501	
35	Iron Railroad	1,931	87	956	178	10	1,741	4,101	
36	Lake Erie and Louisville Railway	2,905	5,410	5,062	3,355	3,506	3,684	3,161	
37	Lake Shore and Michigan Southern Railway	902,557	207,264	286,071	241,481	160,328	303,452	607,266	(c) 442,868
38	Lake Shore and Tuscarawas Valley Railway	2,887		2,051	1,332	5,141	4,077	2,365	610
39	Lawrence Railroad								
40	Little Miami Railroad								
41	Maumee Coal Railroad								
42	Mansfield, Coldwater and Lake Michigan Railroad	4,657	1,954	465	547	2,549	6,653	992	1,032
43	Marietta and Cincinnati Railroad	181,581	25,758	44,073	28,614	63,003	121,223	30,439	(c) 118,918
44	Marietta, Pittsburg and Cleveland Railway	311	2,997	359	151	199	3,742		
45	Massillon and Cleveland Railroad								
46	Michigan and Ohio Railway								
47	Newark, Somerset and Stratitsville Railroad	701		17				5,792	
48	North Columbus Railway								
49	Ohio and Mississippi Railway	169,702	94,251	47,324	18,952	28,376	65,988	80,095	(c) 14,100
50	Ohio and Toledo Railroad								
51	Painesville and Youngstown Railroad							4,131	
52	Pittsburgh, Cincinnati and St. Louis Railway	570,830	211,175	188,877	239,120	238,071	336,772	21,550	(c) 306,156
53	Pittsburgh, Ft. Wayne and Chicago Railway	174,529	44,793	99,954	114,036	184,011	179,081	63,518	175,545
54	Rocky River Railroad								
55	Sandusky, Mansfield and Newark Railroad	61,042		9,234	11,024			102,544	
56	Toledo, Canada Southern and Detroit Railway								
57	Toledo and Maumee Narrow Gauge Railroad								
58	Toledo, Tiffin and Eastern Railroad	4,805	1,951	905	549	2,701	6,700	654	6,060
59	Toledo, Wabash and Western Railroad	480,007	27,558	59,639	31,831	23,430	158,453	74,976	92,793
60	Valley Railway								
61	Wheeling and Lake Erie Railroad								
	Totals	3,547,486	876,936	1,061,633	903,254	1,115,000	2,195,211	1,683,231	1,695,681

(c) Includes 14,439 whisky and high wines.

(d) Includes grain.

(e) Not included in Table XVI.

[illegible]

(e) Mostly unadjusted.

(c) Includes entire lines.
(d) Not reported.

(a) Includes medical attendance.
(b) Includes passengers and others.

XIX.—GROSS EARNINGS FOR THE YEAR.

No.	COMPANY.	Passengers.	Freight.	Mail.	Express.	All other sources, including rents.
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$45,201 28	\$92 611 63	\$3,105 00	\$9,390 00	\$2,227 77
2	Atlantic and Great Western Railroad	968,257 43	3,948,653 43	42,259 91	78,617 69	61,865 91
3	Atlantic and Lake Erie Railway					
4	Atlantic and South Eastern Railway					
5	Baltimore, Pittsburgh and Chicago Railway—Ohio Div(a) ..	11,159 75	15,777 36			2,711 85
6	Baltimore Short Line Railway					
7	Central Ohio Railroad	254,672 27	619,557 69	24,128 12	38,123 91	649 16
8	Chicago and Atlantic Railway					
9	Chicago and Canada Southern Railway					
10	Cincinnati and Baltimore Railway					
11	Cincinnati and Great Northern Railroad					
12	Cincinnati, Hamilton and Dayton Railroad	289,813 05	560,538 25	10,062 30	14,520 64	196,688 62
13	Cincinnati, Hamilton and Indianapolis Railroad	124,536 08	292,233 88	5,405 75	4,636 70	1,671 00
14	Cincinnati and Indiana Railroad (b)	620,951 29	1,110,602 46	46,534 54	28,326 03	53,030 55
15	Cincinnati and Muskingum Valley Railway	117,628 95	276,101 91	11,265 00	5,337 13	1,139 96
16	Cincinnati Railway Tunnel					
17	Cincinnati, Richmond and Chicago Railroad	71,449 55	131,993 41	5,321 81	4,569 60	221 16
18	Cincinnati, Sandusky and Cleveland Railroad	213,688 41	440,811 33	26,263 82	210,232 32	26,321 33
19	Cincinnati and Springfield Railway	244,714 65	394,249 79	23,176 13	29,417 84	
20	Cincinnati and Whitewater Valley Railroad (c)					
21	Cleveland, Columbus, Cincinnati and Indianapolis Ry ..	802,274 17	3,291,286 09	82,788 75	82,431 31	172,218 66
22	Cleveland and Mahoning Valley Railway					
23	Cleveland, Mt. Vernon and Delaware Railroad	131,808 73	298,978 55	8,114 08	11,730 00	931 77
24	Cleveland and Newburgh Railroad	22,248 67				
25	Cleveland and Pittsburgh Railroad	628,128 32	2,614,491 08	21,221 95	57,060 67	25,408 71
26	Columbus, Chicago and Indiana Central Railway					
27	Columbus and Hocking Valley Railroad	113,423 62	675,275 18	7,293 30	5,948 70	3,526 74
28	Columbus, Springfield and Cincinnati Railroad					
29	Columbus and Toledo Railroad					
30	Columbus and Xenia Railroad					
31	Dayton and Michigan Railroad	328,012 28	683,132 60	17,870 00	24,415 53	2,617 45
32	Dayton and Union Railroad	48,972 84	73,200 67	2,890 20	1,732 09	
33	Gallipolis, McArthur and Columbus Railroad					

	Harrison Branch Railroad (d)	62,623 20	132,543 84	5,004 79	4,008 84	772 81
34	Iron Railroad	10,064 03	77,108 28			1,414 83
35	Lake Erie and Louisville Railway (a)	46,937 96	62,859 76	4,168 53	2,466 36	3,583 43
36	Lake Shore and Michigan Southern Railway	4,411 415 51	12,975,299 48	517,807 15	301,091 53	109,689 05
37	Lake Shore and Tuscarawas Valley Railway	74,738 47	254,550 94	6,426 30	1,335 84	3,017 93
38	Lawrence Railroad					
39	Little Miami Railroad					
40	Maioning Coal Railroad					
41	Mansfield, Coldwater and Lake Michigan Railroad (a)	35,753 13	44,215 14	2,256 28	11,716 70	407 42
42	Marietta and Cincinnati Railroad	506,340 15	1,354,718 96	42,875 10	60,610 86	31,561 27
43	Marietta, Pittsburg and Cleveland Railway (a)	37,798 21	70,210 70	3,332 19	1,626 86	2,444 94
44	Massillon and Cleveland Railroad					
45	Michigan and Ohio Railway					
46	Michigan and Straitsville Railroad	24,281 97	160,095 12	1,761 80	892 99	
47	Newark, Somersot and Straitsville Railroad	1,000 00				
48	North Columbus Railway (a) (e)	963,991 45	2,021,379 65	73,403 00	63,827 62	
49	Ohio and Mississippi Railway					
50	Ohio and Toledo Railroad					
51	Painesville and Youngstown Railroad (a)	9,218 29	6,908 42		414 91	
52	Pittsburg, Cincinnati and St. Louis Railway	2,280,923 28	6,178,062 61	139,674 46	204,129 03	299,533 30
53	Pittsburg, Ft. Wayne and Chicago Railway	2,381,884 89	6,217,420 99	1 0,850 00	149,301 06	125,645 61
54	Rocky River Railroad	16,260 74				118 91
55	Sandusky, Mansfield and Newark Railroad	150,797 10	538,810 14	11,600 01	15,982 51	61 50
56	Toledo, Canada Southern and Detroit Railway					
57	Toledo and Maumee Narrow Gauge Railroad	33,248 26	48,516 44	2,148 72	11,716 62	1,250 30
58	Toledo, Tiffin and Eastern Railroad (a)	1,109,026 41	3,992,660 74	127,120 00	93,900 00	160,206 05
59	Toledo, Wabash and Western Railway					
60	Valley Railway					
61	Wheeling and Lake Erie Railroad					
	Totals	\$17,222,304 30	\$19,608,576 52	\$1,450,368 99	\$1,347,171 87	\$1,223,772 99

(a) In process of construction.

(b) Includes line of Indianapolis, Cincinnati and Lafayette Railroad Company, lessee.

(c) Included with Harrison Branch Railroad.

(d) Includes line of Whitewater Valley Railroad Company, lessee.

(e) For five months.

XX.—OPERATING EXPENSES.

No.	COMPANY.	Maintenance of way and structures.	Maintenance of cars.	Motive power.	Conducting transporta- tion.
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$52,755 63	\$1,097 95	\$33,429 76	(a) \$30,094 13
2	Atlantic and Great Western Railroad	984,625 75	305,947 85	415,187 62	1,303,178 82
3	Atlantic and Lake Erie Railway				
4	Atlantic and South Eastern Railway				
5	Baltimore, Pittsburgh and Chicago Railway—Ohio Division (b)				
6	Baltimore Short Line Railway				
7	Central Ohio Railroad	251,027 34	111,312 96	174,983 38	261,691 42
8	Chicago and Atlantic Railway				
9	Chicago and Canada Southern Railway				
10	Cincinnati and Baltimore Railway				
11	Cincinnati and Great Northern Railroad				
12	Cincinnati, Hamilton and Dayton Railroad	208,080 88	63,369 34	213,518 25	155,633 46
13	Cincinnati, Hamilton and Indianapolis Railroad	89,068 07	36,326 71	151,594 30	72,750 80
14	Cincinnati and Indiana Railroad (c)	300,629 24	121,620 18	65,807 55	626,209 26
15	Cincinnati and Muskingum Valley Railway	209,726 92	27,378 48	99,450 68	74,379 12
16	Cincinnati Railway Tunnel				
17	Cincinnati, Richmond and Chicago Railroad	42,019 67	7,593 87	48,474 54	19,014 34
18	Cincinnati, Sandusky and Cleveland Railroad	267,888 11	59,891 31	161,686 07	42,232 01
19	Cincinnati and Springfield Railway	137,599 11	45,977 26	21,286 74	414,144 16
20	Cincinnati and Whitewater Valley Railroad				
21	Cleveland, Columbus, Cincinnati and Indianapolis Railway	759,315 28	309,540 71	177,052 89	2,621,068 44
22	Cleveland and Mahoning Valley Railway				
23	Cleveland, Mc. Vernon and Delaware Railroad	90,675 09	25,327 66	67,567 59	51,447 29
24	Cleveland and Newburgh Railroad	1,257 57	233 62	3,498 19	6,559 14
25	Cleveland and Pittsburgh Railroad	489,485 42	115,236 93	467,550 98	389,347 51
26	Columbus, Chicago and Indiana Central Railway				
27	Columbus and Hoeking Valley Railroad	167,546 68	30,869 94	50,767 00	168,823 12
28	Columbus, Springfield and Cincinnati Railroad				
29	Columbus and Toledo Railroad				
30	Columbus and Xenia Railroad	186,130 25	60,347 70	175,098 09	122,020 59
31	Dayton and Michigan Railroad	29,448 90	3,775 21	16,443 37	17,894 85
32	Dayton and Union Railroad				
33	Gallipolis, McArthur and Columbus Railroad				

34	Harrison Branch Railroad (d)	29,236 00	7,300 46	22,566 48	47,147 78
35	Iron Railroad	15,403 56	12,957 05	3,097 62	13,979 16
36	Lake Erie and Louisville Railway (b)	38,373 68	8,528 17	30,591 50	37,042 72
37	Lake Shore and Michigan Southern Railway	3,471,764 55	1,020,004 77	740,320 39	6,709,836 28
38	Lake Shore and Tuscarawas Valley Railway	54,819 52	13,058 59	5,781 23	78,147 62
39	Lawrence Railroad				
40	Larle Miami Railroad				
41	Mahoning Coal Railroad				
42	Mansfield, Coldwater and Lake Michigan Railroad (b)	19,011 99		25,699 31	(a) 31,019 24
43	Marquette and Cincinnati Railroad	420,355 69	123,504 62	49,825 40	(e) 494,879 39
44	Marion, Pittsburg and Cleveland Railway (b)	29,748 28	4,970 93	9,574 44	24,781 56
45	Massillon and Cleveland Railroad				
46	Michigan and Ohio Railway				
47	Newark, Somerset and Straitsville Railroad	35,335 68	11,147 12	36,824 34	36,978 56
48	North Columbus Railway (b)		172,250 82	144,044 18	(f) 900 00
49	Ohio and Mississippi Railway	672,847 05			1,085,927 43
50	Ohio and Toledo Railroad				
51	Painesville and Youngstown Railroad (b)	2,157,313 41	650,568 64	2,295,099 47	2,397,339 78
52	Pittsburgh, Cincinnati and St. Louis Railway	1,532,620 00	655,910 59	1,518,424 74	1,658,453 76
53	Pittsburgh, Ft. Wayne and Chicago Railway	1,979 84	1,489 30	3,717 41	2,084 35
54	Rocky River Railroad				
55	Sandusky, Massillon and Newark Railroad	246,107 92	68,890 41	118,350 27	294,365 89
56	Toledo, Canada Southern and Detroit Railway				
57	Toledo and Maumee Narrow Gauge Railroad				
58	Toledo, Findlay and Eastern Railroad (b)	21,612 57		21,733 38	(a) 29,754 04
59	Toledo, Wapak and Western Railway	1,356,573 69		1,525,817 40	1,105,637 88
60	Valley Railway				
61	Wheeling and Lake Erie Railroad				
Totals		\$14,330,615 82	\$4,070,728 25	\$9,336,264 56	\$20,491,123 53

(a) Includes hire of equipment.

(b) In process of construction.

(c) Includes line of lessee L. C. and L. Railroad Company.

(d) Includes line of lessee W. W. Valley Railroad Company.

(e) Includes conducting telegraph.

(f) For five months.

XXI.—GENERAL EXPENSES OF OPERATING.

No.	COMPANY.	TAXES.		Other general expenses.	Total.
		In Ohio.	Other States.		
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$2,877 16	.....	\$1,933 52	\$4,810 68
2	Atlantic and Great Western Railroad.....	85,079 83	\$40,428 67	136,312 11	261,850 66
3	Atlantic and Lake Erie Railway.....	.....	.....	.....	.....
4	Atlantic and South Eastern Railway.....	.....	.....	.....	.....
5	Baltimore, Pittsburgh and Chicago Railway—Ohio Division.....	.....	.....	.....	.....
6	Baltimore Short Line Railway.....	.....	.....	.....	.....
7	Central Ohio Railroad.....	24,784 63	.....	8,462 80	33,247 43
8	Chicago and Atlantic Railway.....	.....	.....	.....	.....
9	Chicago and Canada Southern Railway.....	.....	.....	.....	.....
10	Cincinnati and Baltimore Railway.....	.....	.....	.....	.....
11	Cincinnati and Great Northern Railroad.....	59,895 97	.....	60,697 52	120,593 49
12	Cincinnati, Hamilton and Dayton Railroad.....	646 95	4,378 60	58,495 36	60,520 91
13	Cincinnati, Hamilton and Indianapolis Railroad.....	16,524 59	13,798 02	55,744 51	81,070 12
14	Cincinnati and Indiana Railroad.....	15,917 39	.....	4,702 09	20,619 48
15	Cincinnati and Muskingum Valley Railway.....	.....	.....	.....	.....
16	Cincinnati Railway Tunnel.....	.....	.....	.....	.....
17	Cincinnati, Richmond and Chicago Railroad.....	1,776 44	205 00	32,100 78	34,082 22
18	Cincinnati, Sandusky and Cleveland Railroad.....	18,251 16	.....	106,678 42	124,929 58
19	Cincinnati and Springfield Railway.....	21,082 24	.....	.....	21,082 24
20	Cincinnati and White-water Valley Railroad.....	.....	.....	.....	.....
21	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	131,896 34	17,622 11	.....	149,518 45
22	Cleveland and Mahoning Valley Railway.....	.....	.....	.....	.....
23	Cleveland, Mt. Vernon and Delaware Railroad.....	15,009 45	.....	39,565 19	54,574 64
24	Cleveland and Newburgh Railroad.....	102 00	.....	1,529 54	1,631 54
25	Cleveland and Pittsburgh Railroad.....	81,213 29	7,924 46	8,056 71	172,195 16
26	Columbus, Chicago and Indiana Central Railway.....	.....	.....	.....	.....
27	Columbus and Hooking Valley Railroad.....	.....	.....	.....	.....
28	Columbus, Springfield and Cincinnati Railroad.....	.....	.....	.....	.....
29	Columbus and Toledo Railroad.....	10,836 62	.....	54,140 99	65,017 61
30	Columbus and Xenia Railroad.....	.....	.....	.....	.....
31	Dayton and Michigan Railroad.....	37,832 16	.....	69,518 03	107,350 19
32	Dayton and Union Railroad.....	4,113 22	206 96	12,901 11	17,221 29

33	Gallipolis, McArthur and Columbus Railroad.....	851 15	2,848 52	13,176 74	16,876 41
34	Harrison Branch Railroad.....	2,012 82		6,415 96	8,428 78
35	Iron Railroad.....	3,344 03			3,344 03
36	Lake Erie and Louisvile Railway.....	251,118 50	239,510 47		490,628 97
37	Lake Shore and Michigan Southern Railway.....	8,198 78		44,046 55	52,245 33
38	Lake Shore and Tuscawawas Valley Railway.....				
39	Lawrence Railroad.....				
40	Little Miami Railroad.....				
41	Mahoning Coal Railroad.....	1,635 69		1,750 55	3,446 24
42	Mansfield, Coldwater and Lake Michigan Railroad.....	49,888 69		124,938 64	174,817 33
43	Marietta and Cincinnati Railroad.....	2,010 36		3,014 50	5,024 86
44	Marietta, Pittsburg and Cleveland Railway.....				
45	Massillon and Cleveland Railroad.....				
46	Michigan and Ohio Railway.....				
47	Newark, Somerset and Straitsville Railroad.....	2,426 63		470 59	2,897 22
48	North Columbus Railway.....				
49	Ohio and Mississippi Railway.....	5,950 57	31,416 56		37,367 13
50	Ohio and Toledo Railroad.....				
51	Painesville and Youngstown Railroad.....				
52	Pittsburgh, Cincinnati and St. Louis Railway.....	131,046 76	61,975 90	110,279 93	303,302 59
53	Pittsburgh, Ft. Wayne and Chicago Railway.....	90,318 99	97,178 29	59,292 61	246,749 89
54	Rocky River Railroad.....	233 95		1,163 89	1,397 84
55	Sandusky, Mansfield and Newark Railroad.....	12,075 78		21,666 72	33,742 60
56	Toledo, Canada Southern and Detroit Railway.....				
57	Toledo and Maumee Narrow Gauge Railroad.....	2,559 72		1,598 09	4,157 81
58	Toledo, Tiffin and Eastern Railroad.....	20,109 40	57,916 81	115,567 31	193,593 52
59	Toledo, Walash and Western Railway.....				
60	Valley Railway.....				
61	Wheeling and Lake Erie Railroad.....				
Totals.....		\$1,111,652 01	\$575,410 37	\$1,224,200 76	\$2,911,293 14

XXII.—RECAPITULATION—EARNINGS, EXPENSES, ETC.

No.	COMPANY.	Earnings.	OPERATING EXPENSES.		NET EARNINGS.	
			Amount.	Per cent. of earnings.	Amount.	Per cent. of paid in stock and debt.
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$152,530 68	\$132 221 25	86.68	\$20,309 43	0.566
2	Atlantic and Great Western Railroad	5,049 671 37	3,960,788 70	77.67	1,138,855 67	1.013
3	Atlantic and Lake Erie Railway					
4	Atlantic and South Eastern Railway	29,678 96			29,678 96	(a)
5	Baltimore, Pittsburgh and Chicago Railway—Ohio Div.					
6	Baltimore Short Line Railway	937,131 15	812,262 53	86.68	124,868 62	2.333
7	Central Ohio Railroad					
8	Chicago and Atlantic Railway					
9	Chicago and Canada Southern Railway					
10	Cincinnati and Baltimore Railway					
11	Cincinnati and Great Northern Railroad					
12	Cincinnati, Hamilton and Dayton Railroad	1,071,682 90	761,195 42	71.03	310,487 48	4.838
13	Cincinnati, Hamilton and Indianapolis Railroad	428,483 41	404,260 79	94.35	24,222 62	5.53
14	Cincinnati and Indiana Railroad	1,859,474 87	1,228,333 39	66.06	631,141 48	(b)
15	Cincinnati and Muskingum Valley Railway	411,312 95	431,554 68	104.92	(c)	(d)
16	Cincinnati Railway Tunnel					
17	Cincinnati, Richmond and Chicago Railroad	213,555 53	150,141 61	70.79	62,370 89	5.985
18	Cincinnati, Sandusky and Cleveland Railroad	731,137 21	536,587 14	73.39	134,550 07	1.074
19	Cincinnati and Springfield Railway	661,555 41	610,389 51	90.72	21,165 90	.399
20	Cincinnati and Whitewater Valley Railroad					
21	Cleveland, Columbus, Cincinnati and Indianapolis Railway	4,433,498 98	3,416,495 77	77.05	1,017,003 21	5.339
22	Cleveland and Mahoning Valley Railway					
23	Cleveland, Mt. Vernon and Delaware Railroad	424,563 13	289,592 27	68.29	131,970 86	2.597
24	Cleveland and Newburgh Railroad	23,218 67	13,180 16	56.68	10,038 61	1.159
25	Cleveland and Pittsburgh Railroad	3,316,050 73	1,633,816 60	49.53	1,672,234 73	10.914
26	Columbus, Chicago and Indiana Central Railway					
27	Columbus and Hocking Valley Railroad	805,467 54	463,024 35	57.48	342,443 19	7.850
28	Columbus, Springfield and Cincinnati Railroad					
29	Columbus and Toledo Railroad					

33	Gallipolis, McArthur and Columbus R. R.	2,929 91	1,710 10	1,219 81	9 10	20,662 18	15,561 91	11,100 27
34	Harrison Branch Railroad	5,370 74	3,266 44	2,004 30	16 50	85,617 14	53,596 17	34,720 97
35	Iron R. Railroad	1,437 67	1,341 74	92 93	87 66	123,026 04	117,880 10	8,145 94
36	Lake Erie and Lonsville Railroad	15,607 96	10,577 48	5,030 45	419 19	6,542,700 75	4,433,973 84	2,108,726 91
37	Lake Shore and Michigan Southern R'y	3,362 36	2,917 52	1,344 84	101 14	340,069 43	304,052 29	136,017 19
38	Lake Shore and Tuscarawas Valley R'y							
39	Lawrence Railroad							
40	Little Miami Railroad							
41	Mahoning Coal Railroad							
42	Mansfield, Coldwater and Lake Mich. R. R.	2,141 28	1,785 84	358 41	41	91,318 67	78,576 78	15,771 89
43	Marietta and Cincinnati Railroad	7,078 98	6,064 38	1,014 60	252 40	1,999,106 34	1,712,583 03	286,523 31
44	Marietta, Pittsboro and Cleveland Railroad	1,697 25	1,089 71	607 54	68	115,412 90	74,100 67	41,312 83
45	Massillon and Cleveland Railroad							
46	Michigan and Ohio Railroad							
47	Newark, Somerset and Stratsville Railroad	4,205 27	2,799 61	1,405 66	44	185,031 88	123,182 90	61,848 98
48	North Columbus Railway					1,000 00	900 00	100 00
49	Ohio and Mississippi Railroad	7,915 29	5,382 79	2,562 50	19 53	155,171 51	105,125 89	50,045 62
50	Ohio and Toledo Railroad							
51	Painesville and Youngstown Railroad	9,347 29	8,006 05	1,341 24	45 30	16,601 62	3,890,139 70	16,601 62
52	Pittsburgh, Cincinnati and St. Louis R'y	17,911 39	11,150 72	6,760 67	282 90	4,541,848 21	2,931,524 29	1,777,380 14
53	Pittsburgh, Ft. Wayne and Chicago R'y	2,961 36	1,925 63	1,036 33	5 53	16,379 65	10,645 74	6,730 91
54	Rocky River Railroad	6,169 90	5,775 97	393 93	116 25	717,251 26	671,466 99	45,791 27
55	Sandusky, Mansfield and Newark Railroad							
56	Toledo, Canada Southern and Detroit R'y							
57	Toledo and Maumee Narrow Gauge Railroad	2,249 89	1,791 19	455 70	43 06	90,880 34	77,257 80	19,622 54
58	Toledo, Tiffin and Eastern Railroad	8,736 79	6,720 33	2,016 46	75 50	639,627 64	507,384 91	152,242 73
59	Toledo, Wabash and Western Railway							
60	Valley Railway							
61	Wheeling and Lake Erie Railroad							
	Average for entire line	\$9,758 73	\$7,034 71	\$2,724 02				\$10,134,097 62
	Average for Ohio	8,261 59	6,450 84	2,410 75				(b) 20,241 73
	Less deficit							\$10,113,855 89
	Totals				4,195.31	\$37,177,129 74	\$27,063,273 85	

(a) Deficit \$133.36.

(b) Deficit \$20,241.73.

(c) Included with Harrison Branch Railroad.

(d) Includes line of lessee—Whitewater Valley Railroad Company.

ANNUAL RECEIPTS IN ADDITION TO EARNINGS.

No.	COMPANY.	Subsidiary to stock.	Sale of bonds.	Income of floating debt.	Lease of roads or track.	Sale of real estate.	Miscellaneous.
1	Ashabula, Yoncosdown and Pittsburg Railroad	\$507,777 57		\$24,587 65	\$85,487 42		\$3,871 10
2	Atlantic and Great Western Railroad	10,312,848 60	\$1,161,457 35	3,29,034 78			10 00
3	Atlantic and Lake Erie Railway	163,720 22		58,195 58			
4	Aurora and Southern Railway	30,025 00		2,150,375 10			
5	Baltimore and Annapolis Railway—Ohio Div.	309,000 00		5,078 01			
6	Cent. of Ohio Railroad				329,935 90		14,130 37
7	Chicago and Alton Railway	235,000 00		9,316 72			
8	Chicago and North Western R. W.	999,034 93	1,037,900 00				
9	Chicago and Rock Island Railway	51,350 00	7,000 00	131,858 30	77,383 62	\$1,550 00	
10	Chicago and Great Northern Railroad						
11	Cincinnati, Hamilton and Dayton Railroad		10,000 00				
12	Cincinnati, Hamilton and Indianapolis Railroad		7,000 00				
13	Cincinnati and Indianapolis Railroad			47,503 90			
14	Cincinnati and Lexington Valley Railway			136,137 14			
15	Cincinnati Railway Tunnel						
16	Cincinnati, Richmond and Chicago Railroad						
17	Cincinnati, Richmond and Chicago Railroad			63,147 23	63,214 23		21,200 30
18	Cincinnati, Richmond and Cleveland Railroad			2,65,07 72	2,168 90		342 25
19	Cincinnati and Springfield Railway		17,251 50		6,415 00		
20	Cincinnati and Springfield Valley Railway		691,000 00				
21	Cleveland, Toledo and Western Railway						
22	Cleveland and Mahoning Valley Railway				522,319 64		1,517 96
23	Cleveland, Mahoning and Western Railroad	163,723 22		431,565 52			
24	Cleveland and Newburg Railroad	2,135 04	563,000 00		1,171,250 97		
25	Cleveland and Pittsburgh Railroad		56,000 00		1,127,410 86		
26	Columbus, Chicago and Indiana Cent'l Railway	(a) 387,593 64	297,000 00				
27	Columbus andocking Valley Railroad	282 187 50			81,227 60		362 50
28	Columbus, Springfield and Cincinnati Railroad			55,157 50			8,434 20
29	Columbus and Toledo Railroad	63,965 00			16,536 08		
30	Columbus and Xenia Railroad			36,191 97			
31	Dayton and Cincinnati Railroad	15,015 00					
32	Dayton and Union Railroad						
33	Dayton, Xenia and Cincinnati Railroad	96,336 84					
34	Dayton and Cincinnati Railroad				10,000 00	14,716 18	
35	Iron Railroad						

36	Lake Erie and Louisville Railway.....	300 00	4,835,400 00	81,656 -6			2,710 00
37	Lake Shore and Michigan Southern Railway.....		575,000 00	101,463 -7	(b) 28,310 40		
38	Lake Shore and Michigan Southern Valley Railway.....	42,380 00		1 000 00	30,130 00		
39	Lavender Railroad.....						4-5 56
40	Little Miami Railroad.....						1,410 00
41	Little Miami Co. Railroad.....	255,000 00	36,400 00		55,101 70		4-5 56
42	Monroe and Cleveland Railroad.....				3,477-69		
43	Monetta and Cincinnati Railroad.....		4,000 00	1,224,298 70		5,210 00	
44	Muskegon and Chicago Railroad.....	373,333 26	200,574 98	273,586 28			
45	Muskegon and Cleveland Railroad.....	200 00			20,000 00		3-6 0
46	Michigan and Ohio Railway.....						
47	Newark, Somerset, and Salisbury Railroad.....	63,550 00		60,301 95	55,509 56		1,177 24
48	North Columbus Railway.....						
49	Ohio and Mississippi Railway.....		32-879 00				
50	Ohio and Toledo Railroad.....		773,000 00				
51	Painesville and Youngstown Railroad.....		5,000,000 00				
52	Pittsburgh, Cincinnati and St. Louis Railway.....	200 00					
53	Pittsburgh, Ft. Wayne and Chicago Railway.....	1,600,000 00				800 00	
54	Rocky River Railroad.....						
55	Sandusky, Muskegon and Newark Railroad.....	580,000 00	455,000 00		174,350 00		33,014 66
56	Toledo and Southern and Detroit Railway.....	6,401 00					
57	Toledo and Maumee Narrow-Gauge Railroad.....	2,556 28	11,000 00	11,376 88			
58	Toledo, Tiffin and Eastern Railroad.....		1 027,415 18		19,622 24		
59	Toledo, Wabash and Western Railroad.....						
60	Valley Railway.....	466,088 27		95,495 65			
61	Wheeling and Lake Erie Railroad.....						
	Totals.....	\$16,837,043 34	\$20,671,411 01	\$6,946,324 95	\$4,614,112 91	\$8,6716 55	\$137,638 85

(a) Issued for stock of original companies and amount added to cost of road per terms of consolidation. (b) Includes \$15,800, sale of right of way. (c) Rental Columbus and Xenia deducted.

XXV.—PAYMENTS IN ADDITION TO OPERATING EXPENSES.

No.	COMPANY.	INTEREST.		DIVIDENDS ON STOCK.				Bonds canceled or applied to Sinking Fund.	Floating debt liquidated.
		On bonds.	On floating debt.	Preferred.		Common.			
				Rate per cent.	Amount.	Rate per cent.	Amount.		
1	Ash., Youngstown and Pitts. Railroad.	\$165,530 54						\$118,709 93	\$554,236 57
2	Atlantic and Great Western Railroad.	1,256,494 63							
3	Atlantic and Lake Erie Railroad.								
4	Atlantic and South Eastern Railway.								
5	Balt., Pitts., and Chgo R'y.—Ohio Div.								
6	Baltimore Short Line Railway.			6.	\$24,693 00	6.	\$116,362 50	29,650 00	
7	Central Ohio Railroad.	150,000 00							
8	Chicago and Atlantic Railway.								
9	Chicago and Canada Southern Railway.					2.	54,843 62		55,639 93
10	Cincinnati and Baltimore Railway.	22,510 00							
11	Cincinnati and Great Northern Railroad.	162,500 00							
12	Cin'ti, Hamilton and Dayton Railroad.	127,855 00							
13	Cin'ti, Hamilton and Ind. Railroad.								
14	Cincinnati and Indiana Railroad.								
15	Cin'ti and Muskingum Valley Railway.	105,000 00							
16	Cincinnati Railway Tunnel.								
17	Cin'ti Richmond and Chicago Railroad.	43,750 00		6.	25,731 00			5,291 04	11,875 12
18	Cin'ti, Sandy and Cleveland Railroad.	161,133 00							
19	Cincinnati and Springfield Railway.	175,450 00							
20	Cin'ti and Whiteoaker Valley Railroad.	6,844 94				3.50	524,660 50	30,000 00	677,315 02
21	Cleveland, Col., Cin'ti and Ind. Railway.	244,823 11	\$36,376 00			12.75	354,110 52		878 51
22	Cleveland and Mahoning Val. Railway.	102,523 14							
23	Clevel., Mr. Vernon and Del. Railroad.	59,365 52				10.	4,174 00	3,000 00	
24	Cleveland and Newburgh Railroad.	2,520 00				17.	7,677 38	511,000 00	
25	Cleveland and Pittsburgh Railroad.	317,322 50						100 00	19,409 28
26	Col., Chicago and Ind.—col'd Railway.	1,227,410 86							103,524 78
27	Columbus and Breckin Val. Railroad.	167,813 75	5,755 51			10	167,165 00	15,000 00	
28	Col., Springfield and Cin'ti Railroad.	70,000 00							
29	Columbus and Toledo Railroad.								

30	Columbus and Xenia Railroad	21,140 00	8.	101,944 00	8.40	150,040 80	37,000 00	10,193 25
31	Dayton and Michigan Railroad	196,035 00			3.50	35,164 56		634,397 65
32	Dayton and Union Railroad	13,180 00						
33	Gallipolis, McArthur and Col. Railroad							
34	Harrison Branch Railroad							
35	Iron Railroad		596 67		8.	16,000 00		
36	Lake Erie and Louisville Railroad	11,550 00						
37	Lake Erie and Mich. Southern R'y	2,275,355 00	10.	53,350 00	4.	1,978,040 00		
38	Lake Shore and Tus. Valley Railroad	151,770 00						
39	Lawrence Railroad	23,850 00			10.	36,200 00	8,937 50	
40	Little Miami Railroad	(a) 141,198 60			8.	372,438 00	24,064 84	
41	Mahoning Coal Railroad	90,000 00						85,305 09
42	Mans., Coldwater and Lake Mich. R. R							
43	Maricopa and Cincinnati Railroad	843,063 42						
44	Maricopa, Pittsburg and Cleveland R'y	62,250 00						
45	Massillon and Cleveland Railroad	7,915 91			5.	9,752 50		
46	Michigan and Ohio Railroad							
47	Newark, Somerset and Stratford R R	56,000 00	7.	11,030 83				
48	North Columbus Railroad							
49	Ohio and Mississippi Railroad	773,138 98					72,902 50	191,720 47
50	Ohio and Toledo Railroad							
51	Painesville and Youngstown Railroad	757,290 00						176,880 87
52	Pitts., Cin'ti and St. Louis Railroad	979,700 00					75 00	2,357,052 17
53	Pitts., Ft. Wayne and Chicago Railroad	2,100 00	7.	243,740 00	7.	1,380,000 00	134,600 00	3,000 00
54	Rocky River Railroad	162,070 00						4,450 00
55	Sand'y, Maus. and Newark Railroad			124 12			3,243 93	30,650 00
56	Toledo, Canada So. and Detroit R'y							
57	Tol. and Maumee Narrow Gauge R. R							
58	Toledo, Tiffin and Eastern Railroad							1,046 78
59	Toledo, Wabash and Western R.-ilway	1,423,728 93	7.	35,000 00			593,000 00	
60	Valley Railroad							
61	Wheeling and Lake Erie Railroad							
Totals		12,630,377 83		495,488 83		6,016,729 38	1,616,604 74	4,917,705 49

(a) Interest reported by Columbus and Xenia deducted.

XXVI—PAYMENTS IN ADDITION TO OPERATING EXPENSES.—Continued.

No.	COMPANY.	Lease of, and advance to or for, other roads.	Construction of new work.	Additional equipment.	Additional real estate.	General expenses.
1	Ashabula, Yonkstown and Pittsburgh Railroad		\$72,600 12			\$97,928 82
2	Atlantic and Great Western Railroad	\$12,491,926 50	1,467,273 77	\$22,686 64		120 35
3	Atlantic and Lake Erie Railway		226,902 06		\$1,200 00	
4	Arlene and Southwestern Railway					
5	Baltimore, Pittsburgh and Chicago Railway—Ohio Division		2,180,400 00			
6	Baltimore Short Line Railway		820,473 75			
7	Central Ohio Railway					3736 18
8	Chicago and Atlantic Railway		911 0 72			
9	Chicago and Canada Southern Railway		851,000 00			
10	Cincinnati and Baltimore Railway		191,758 90			
11	Cincinnati and Great Northern Railroad					
12	Cincinnati, Hamilton and Dayton Railroad					
13	Cincinnati, Hamilton and Indianapolis Railroad					
14	Cincinnati and Indian Railroad	525,647 53	(a) 51,358 89	25,000 62	12,180 64	
15	Cincinnati and Tuscarora Valley Railway		(b) 11,707 41			2,037 13
16	Cincinnati Railway Tunnel	30,655 62				
17	Cincinnati, Richmond and Chicago Railroad					
18	Cincinnati, Richmond and Cleveland Railroad		6,935 21	7,520 00	3,143 50	
19	Cincinnati and Southeastern Railway	80,000 00			56,175 18	1,000 00
20	Cincinnati and Whitewater Valley Railroad	69,211 23				
21	Cleveland, Columbus, Cincinnati and Indianapolis Railway		(b) 471,500 98			
22	Cleveland and Mahoning Valley Railway		6,754 48			10,639 18
23	Cleveland, At Vernon and Delaware Railroad	20,000 00	370,393 02	11,880 00		
24	Cleveland and Newburgh Railroad		61 08			
25	Cleveland and Pittsburgh Railroad	13,895 20	12,757 31			19,858 79
26	Columbus, Chicago and Indiana Central Railway		(c) 41,084 86			
27	Columbus and Hocking Valley Railroad		326,927 85	8,057 65	6,901 95	
28	Columbus, Southern and Cincinnati Railroad		75 47 38		2,050 10	
29	Columbus and Toledo Railroad		27,115 45		(c) 81,028 00	
30	Columbus and Xenia Railroad					2,500 00
31	Dayton and Cincinnati Railroad					
32	Dayton and Union Railroad	10,600 00	112,995 37			3,180 00
33	Gallipolis, McArthur and Columbus Railroad		108,700 43	3,670 19	624 55	

RECAPITULATION.

<i>Killed</i> : Passengers—From causes beyond their control.		
From misconduct or want of caution	6	
	<hr/>	6
Employees—From causes beyond their control.....	26	
From misconduct or want of caution	67	
	<hr/>	93
Others—On track and trespassing.....	120	
Total killed.....	<hr/>	219
 <i>Injured</i> : Passengers—From causes beyond their control.....	7	
From misconduct or want of caution.....	5	
	<hr/>	12
Employees—From causes beyond their control.....	26	
From misconduct or want of caution.....	139	
	<hr/>	165
Others—On track and trespassing.....	69	
Total injured.....	<hr/>	246

ALPHABETICAL LISTS OF RAILROAD, TELEGRAPH AND OTHER LINES.

RAILROADS.

1. Ashtabula, Youngstown and Pittsburgh Railroad.
2. Atlantic and Great Western Railroad.
3. Atlantic and Lake Erie Railway.
4. Atlantic and Southern Eastern Railway.
5. Baltimore, Pittsburgh and Chicago Railway.
6. Baltimore Short Line Railway.
7. Central Ohio Railroad.
8. Chicago and Atlantic Railway.
9. Chicago and Canada Southern Railway.
10. Cincinnati and Baltimore Railway.
11. Cincinnati and Great Northern Railroad.
12. Cincinnati, Hamilton and Dayton railroad.
13. Cincinnati, Hamilton and Indianapolis Railroad.
14. Cincinnati and Indiana Railroad.
15. Cincinnati and Muskingum Valley Railway.
16. Cincinnati R. Fwy Tunnel.
17. Cincinnati, Richmond and Chicago Railroad.
18. Cincinnati, Sandusky and Cleveland Railroad.
19. Cincinnati and Springfield Railway.
20. Cincinnati and Whitewater Valley Railroad.
21. Cleveland, Columbus, Cincinnati and Indianapolis Railway.
22. Cleveland and Mahoning Valley Railway.
23. Cleveland, Mt. Vernon and Delaware Railroad.
24. Cleveland and Newburgh Railroad.
25. Cleveland and Pittsburgh Railroad.
26. Columbus, Chicago and Indiana Central Railroad.
27. Columbus and Hocking Valley Railroad.
28. Columbus, Springfield and Cincinnati Railroad.
29. Columbus and Toledo Railroad.
30. Columbus and Xenia Railroad.
31. Dayton and Michigan Railroad.
32. Dayton and Union Railroad.
33. Dayton, McArthur and Columbus Railroad.
34. Harrison Branch Railroad.
35. Iron Railroad.
36. Lake Erie and Louisville Railway.
37. Lake Shore and Michigan Southern Railway.
38. Lake Shore and Tuscarawas Valley Railway.
39. Lawrence Railroad.
40. Little Miami Railroad.
41. Mahoning Coal Railroad.

42. Mansfield, Coldwater and Lake Michigan Railroad.
43. Marietta and Cincinnati Railroad.
44. Marietta, Pittsburg and Cleveland Railway.
45. Massillon and Cleveland Railroad.
46. Michigan and Ohio Railway.
47. Newark, Somerset and Straitsville Railroad.
48. North Columbus Railway.
49. Ohio and Mississippi Railway.
50. Ohio and Toledo Railroad.
51. Painesville and Youngstown Railroad.
52. Pittsburgh, Cincinnati and St. Louis Railway.
53. Pittsburgh, Ft. Wayne and Chicago Railway.
54. Rocky River Railroad.
55. Sandusky, Mansfield and Newark Railroad.
56. Toledo, Canada Southern and Detroit Railway.
57. Toledo and Maumee Narrow Gauge Railroad.
58. Toledo, Tiffin and Eastern Railroad.
59. Toledo, Wabash and Western Railway.
60. Valley Railway.
61. Wheeling and Lake Erie Railroad.

TELEGRAPH.

Atlantic and Pacific.
 City and Suburban, (Hamilton county).
 Hillsboro.
 Pnt-in-Bay.
 Union Metropolitan, (Cuyahoga County.)
 Western Union.

EXPRESS.

Adams.
 American.
 Union.
 United States.

FREIGHT LINES.

Stock—
 Empire Line.
 Erie and Pacific Despatch.
 Lake Shore Crude Oil Transportation Company.
 Merchants' Despatch.
 Pittsburgh and Western.
 Union Star Line.

Co-operative—
 Canada Southern Line.
 Continental Line.
 Globe Line.
 Great Western Despatch.
 Red Line.
 South Shore Line.
 White Line.

COPY OF BLANK FORM

FORWARDED TO THE SEVERAL RAILWAY COMPANIES OWNING OR OPERATING LINES IN
OHIO.

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, June 30, 1874.

To the President or other Officer in Charge :

SIR: Herewith you will receive blank forms (duplicate copies) for the annual report required of your company to this office for the year ending this date. The particular provisions of law relating thereto, and to which your attention is directed, will be found on first page.

It is important to have full and precise replies to all questions applicable to your company and line; and we trust you will give your report that care and revision requisite to accuracy. This done, deductions and comparisons made from these returns as to the growth, operations and status of the several lines of railway in the State, will be reliable and prove of value.

There was a failure by some companies last year to give, under the head of general balance sheet, a satisfactory statement of financial condition at date to which report was made. A summary of liabilities and assets is requested under general heads, condensed from a 'trial balance' taken after the proper entries pertaining to the business and transactions to July 1, have been made, giving the true condition as shown by your books on that date. It is not deemed necessary to specify the items essential for the concise and intelligible exhibit we wish to obtain.

In addition to the blank forms for companies operating their own or leased lines, another is prepared and sent those companies whose roads are leased, or being in process of construction are doing no transportation business.

A proper compilation and tabulation of the statistics derived from returns made by companies, which are embodied in the Commissioner's annual report, involve much time and labor; therefore the reports of companies are required to be sent to this office within the time limited by law. Where practicable, we hope to receive them at an earlier date than 1st September.

Please acknowledge receipt.

Respectfully,

JOHN G. THOMPSON, *Commissioner.*

ANNUAL REPORT OF THE ——— RAIL—— COMPANY, FOR THE YEAR ENDING JUNE 30, 1874, TO THE COMMISSIONER OF RAILROADS AND TELEGRAPHS OF OHIO.

(Compare these returns with those made last year. If there be any discrepancies, explain them.)

If reorganized, sold, leased or consolidated since last report, give the date and a brief outline of the terms and conditions of the transaction; also of any modifications of previous leases or contracts, reporting the changes only of the year ending June 30, 1874.

Entire Line Operated (length in miles and decimals).—From ——— to ———, ———; total, ———; double main track, ———; constructed double gauge, ———; aggregate of sidings and other tracks, ———; total length of track laid with rail, ———.

(ONLY FOR ROADS IN PROCESS OF CONSTRUCTION, OR THOSE COMPLETED SINCE JUNE 30, 1873)

Proposed Line, giving Terminal Points.—From ——— via ——— to ———, ——— miles; length graded not laid with rail, ———; on what portion of line, ———.

Construction Account.—(Give the items corresponding with your accounts, adding others if necessary to a full statement.) Expenditures from the date of commencement of the road up to June 30, 1874, inclusive: For right of way, \$——; civil engineering, \$——; grading and masonry, \$——; bridges, \$——; superstructures, \$——; timber and ties, \$——; iron rails, chairs and spikes, \$——; fencing, \$——; passenger and freight stations, \$——; engine and car houses, \$——; machine shops, machinery and fixtures, \$——; other buildings and fixtures, \$——; locomotives and fixtures, \$——; passenger and baggage cars, \$——; freight and other cars, \$——; interest and discount, \$——; contingent expenses, \$——; total, \$——; cost per mile (—— miles, \$——; proportion for Ohio (*—— miles), \$——.

STOCK AND DEBT.

Capital Stock.—Amount authorized, \$——; increase since June 30, 1873 (certificate filed ———, 187—), \$——; amount subscribed, \$——; par value of shares, \$——; amount paid in—common, \$——; preferred, \$——; total paid in and issued, \$——; Increase since June 30, 1873, \$——; amount paid in per mile (*—— miles), \$——; proportion for Ohio (*—— miles), \$——; stockholders, residents of Ohio, number ———; amount of stock held and owned by them June 30, 1874, \$——; location of transfer office or agency (if any) out of this State, ———; number of shares transferred within the year at such office, ———.

Debt.—Funded debt, first mortgage, ——— per cent. bonds, due ———, \$——; second mortgage, ——— per cent. bonds, due ———, \$——; amount of funded debt, \$——; increase since June 30, 1873, \$——; decrease since June 30, 1873, \$——; amount of floating debt not secured by mortgage, \$——; increase since June 30, 1873, \$——; decrease since June 30, 1873, \$——; total debt, funded and floating, \$——; increase since June 30, 1873, \$——; decrease since June 30, 1873, \$——; amount per mile (*—— miles), \$——; proportion for Ohio* (†—— miles), \$——; total of paid-in stock and debt, \$——; total amount per mile (*—— miles), \$——; total proportion for Ohio* (†—— miles), \$——.

* If entire road is not within the State, approximate by multiplying total number of miles in the State by average per mile of whole line.

† Main line and branches only to be counted.

COST OF ROAD, EQUIPMENT, ETC.

Right of way, \$——; construction, \$——; equipment, \$——; other items of cost not included in above, \$——; total, \$——; cost per mile (—— miles), \$——; proportion for Ohio (—— miles), \$——; value of real estate owned by the company, exclusive of roadway, \$——.

CHARACTERISTICS, ETC.

Line owned by Company laid with Rail.—(Length in miles and decimals)—Main track from —— to ——, Length, ——; in Ohio, —— (Name each branch or division.) Total single main track, ——; double main track, ——; double track, ——; branch or division, ——; constructed double gauge ——; aggregate of sidings, etc., not above enumerated, ——; total length laid with rail, ——; length in Ohio, distributed as follows into counties: ——; totals, ——.

Railways operated under Lease or Contract, embraced in this Report.— ——, main track, length, ——; in Ohio, ——; totals, ——; double main track, —— R'y, ——; constructed double gauge, ——; aggregate of sidings and other tracks, ——; totals, ——; steel rail in use, entire line, ——; weight of rail per yard on main track, —— pounds; gauge of road, —— in.; miles of road in Ohio ballasted, ——; material used, ——; miles ballasted since June 30, 1873, ——; material used, ——.

Railroads Crossed at Grade in Ohio.—Name of road, ——; place of crossing, —— Do all trains on your roads stop at these crossings? Are flagmen stationed at each? Are your time tables arranged to secure running connections with above named roads? Number of highways crossed at grade in Ohio, ——; miles of telegraph on line of road, ——; miles of telegraph owned by company, ——; number of telegraph offices in stations on line, ——; number of telegraph stations operated by company, ——; number operated jointly by railroad and telegraph company, ——.

BRIDGES, TRESTLES, TUNNELS, ETC., IN OHIO.

Bridges.—Wood, ——; aggregate length, —— feet; iron, ——; aggregate length, —— feet; combination, ——; aggregate length, —— feet; stone, ——; aggregate length, —— feet; total, —— feet. Bridges built within the year ending June 30, 1874: Location, or how designated (specify each), ——; construction (give distinguishing name), ——; material (wood, iron or stone), ——; Length, feet, —— . Greatest age of bridges—wood, —— years; iron, —— years; combination, —— years. Number of trestles, ——; aggregate length, —— feet; greatest age, —— years.

Tunnels—Stone, ——; aggregate length, —— feet; brick, ——; aggregate length, —— feet; wood, ——; aggregate length, —— feet; total, —— feet.

Stations, etc—Passenger, ——; freight, ——; combined, ——; total, —— . Water, ——; fuel, ——; combined, ——; total, —— . Engine-houses, ——; value, \$——. Shops for construction and repairs, ——; value, \$——.

Fencing.—Miles of fencing on your road, ——; total cost, \$——; miles built within the year ending June 30, 1874, ——; cost per rod, ——; miles unfenced (both sides), ——; state reasons why not completed.

Equipment—Entire Line.—(Include all Rolling Stock run on the Road.)—Locomotives, ——; average weight,* —— lbs.; average cost,* \$——; express and baggage cars, ——; average weight, —— lbs.; average cost, \$——; passenger cars, ——; average weight,

* Including tenders.

— lbs.; average cost, \$—; Drawing room and sleeping cars, —; average weight, — lbs.; average cost, \$—; freight cars, —; average weight, — lbs.; average cost, \$—; other cars, —; average weight, —; average cost, \$—.

Not owned by the Company.—(Included above.)—Locomotives, —; owned by —; express and baggage cars, —; owned by —; passenger cars, —; owned by —; drawing room and sleeping cars, —; owned by —; freight cars, —; owned by —; other cars, —; owned by —. (State terms of service.) Average number of cars, including baggage cars in passenger trains, —; average number of cars in freight trains, —; kind of brake in use on passenger cars, —; method of bridging between passenger cars, —; method of heating passenger, sleeping, parlor and drawing room cars run on your road, —; means of lighting same, —; total number of persons employed in operating the road, entire line, —; proportion for Ohio, —.

Speed of Trains per Hour.—Express passenger—highest rate allowed, — miles; average rate, including stops, — miles; mail and accommodation—highest rate allowed, — miles; average rate, including stops, — miles; freight trains—highest rate allowed, — miles; average rate, including stops, — miles.

RATES FOR TRANSPORTATION.—(FRACTIONS IN DECIMALS.)

Passengers—Fare charged per mile.—For the shortest distance carried (—miles), highest, — cents; lowest, — cents; for more than 8 and less than 30 miles, highest, — cents; lowest, — cents; for more than 30 and less than 100 miles, highest, — cents; lowest, — cents; for the whole length of the main road in Ohio, highest, — cents; lowest, — cents; for through passengers, highest, — cents; lowest, — cents. Is there an addition to ticket rates if fare is paid on trains? —; amount charged in addition to regular passenger fare, in sleeping or other cars run on your road: For seat, — cents; berth, \$—; section, \$—; state room \$—.

Freight—Rate charged per ton per mile.—For the shortest distance carried (—miles), highest, — cents; lowest, — cents; for more than 5 and less than 30 miles, highest, — cents; lowest, — cents; for more than 30 and less than 100 miles, highest, — cents; lowest, — cents; the whole length of the main road in Ohio, highest, — cents; lowest, — cents; through freight, highest, — cents; lowest, — cents.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? State terms as to rates, use of track, machinery, repair of cars, etc. Name and P. O. address of the principal agent or officer of each in Ohio. What freight, transportation and other special lines run on your road? State terms as to rates, use of track, machinery, repair of cars, etc., with each. Name of P. O. address of the principal agent or officer of each line in Ohio.

DOINGS OF THE YEAR ENDING JUNE 30, 1874.

Rail laid in Ohio.—(Length in miles and decimals.)—New iron rail—weight, — lbs. per yard, —; rerolled iron, —; spliced and mended iron, —; steel rail—weight, — lbs. per yard, —; steel capped rail—weight, — lbs. per yard, —; total —.

Mileage of Locomotives and Cars, Entire Line.—Locomotives—Hauling passenger trains, —; hauling freight trains, —; hauling mixed trains, —; hauling construction and other trains, —; total, —. Cars—Passenger, —; express and baggage, —; freight, —; caboose, —; in construction and other trains, —; empty cars, —; total —. [NOTE.—The mileage of every car run on your road to be counted. Distribute the different classes in mixed trains under their respective heads.]

Amount paid for Loss, Damages, etc.—For injuries in Ohio, to passengers, fatal and non-fatal, \$——; for injuries in Ohio, to employes, fatal and non-fatal, \$——; for injuries in Ohio, to others, fatal and non-fatal, \$——. For loss and damage of goods and baggage, entire line, \$——. Animals killed in Ohio: No. — horses, \$——; No. — mules, \$——; No. — cattle, \$——; No. — sheep, \$——; No. — hogs, \$——; total, \$——. Amount claimed, unsettled and in litigation for injuries in Ohio to persons, \$——.

Fuel Consumed, Entire Line.—Wood, — cords; cost, \$——; coal, — tons; cost \$——.

Doings in Transportation, Entire Line—Passengers—Number carried of all classes, —; average number carried in each car per trip, —; total mileage, or number carried one mile, —; average number of miles traveled by each, —; average amount received for each, — cents; average amount per mile for each, — cents. Freight—Tons carried, through, —; tons carried, local, —; total, —; average tons in each loaded car per trip, —; total movement, or tons carried one mile, —; average amount received for each ton, — cents; average amount per mile received for each, — cents.

TONNAGE CLASSIFIED.

Coal, tons, —; per cent., —; stone, lime, sand, etc., tons, —; per cent., —; petroleum, tons, —; per cent., —; ores, tons, —; per cent., —; pig and bloom iron, tons, —; per cent., —; railroad iron (iron and steel rails), tons, —; per cent., —; other iron and castings, tons, —; per cent., —; lumber and other forest products, tons, —; per cent., —; live stock, tons, —; per cent., —; grain, tons, —; per cent., —; other agricultural products, tons, —; per cent., —; flour, tons, —; per cent., —; provisions (beef, pork, lard, etc.), tons, —; per cent., —; manufactures, including agricultural implements, tons, —; per cent., —; merchandise, tons, —; per cent., —; miscellaneous, tons, —; per cent., —; supplies for company's use, tons, —; per cent., —; total, tons, —; per cent., 100.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30, 1874.

Earnings.—From passenger transportation, through, \$——; from local, \$——; total, \$——; from freight transportation, through, \$——; from local, \$——; total, \$——; from mail, \$——; from express, \$——; from all other sources of income, including rents, etc., \$——; total earnings, \$——.

Operating Expenses.—Maintenance of way and structures, \$——; maintenance of cars, \$——; motive power, \$——; conducting transportation, \$——; taxes, Ohio, (Name each State) \$——; other general expenses, \$——; total general expenses, \$——; total operating expenses, being — per cent. of earnings, \$——; net earnings, \$——; deficit, \$——.

Amounts per mile (—miles) Operated.—Earnings, \$——; proportion for Ohio (*—miles), \$——; operating expenses, \$——; proportion for Ohio, \$——; net earnings, \$——; proportion for Ohio, \$——; deficit, \$——; proportion for Ohio, \$——.

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

Receipts.—From subscriptions to stock, \$——; from sale of bonds not heretofore issued, \$——; from sale of real estate, \$——; from increase of floating debt, \$——; total, \$——.

Payments.—Interest on bonds, \$——; interest on floating debt, rate — per cent. per annum, \$——; dividends, rate — per cent. on preferred stock, \$——; dividends, rate — per cent. on common stock, \$——; bonds of the company canceled, \$——; floating debt liquidated, \$——; applied to sinking fund, \$——; lease of other roads (give

* Apportion as instructed.

name of and amount paid for each), \$——; construction of new work, \$——; additional equipment, \$——; additional real estate, \$——; total, \$——.

GENERAL BALANCE SHEET JULY 1, 1874.

Liabilities, \$——; assets, \$——.

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, 1874, of all casualties resulting in injuries to persons, giving extent and cause thereof.

[Particulars required: 1. Date. 2. Name. 3. Specify if passenger, or if employee—give occupation. 4. Where accident happened. 5. Full statement of cause of accident and extent of injury. 6. Was the fault his own or beyond his control. 7. If fatal, was inquest held—give verdict, with name and address of acting coroner.]

RECAPITULATION.

Passengers—from cause beyond their control, killed, ——; injured, ——; from misconduct or want of caution, killed, ——; injured, ——. Employees—from causes beyond their control, killed, ——; injured, ——; from misconduct or want of caution, killed, ——; injured, ——. Others—on track and trespassing, killed, ——; injured, ——. Total killed, ——; total injured, ——.

NAME AND RESIDENCE OF OFFICERS.

Directors, ——; post-office address, ——. President, ——; post-office address, —— Vice-President, ——; post-office address, ——. General Manager, ——; post-office address, ——. Comptroller, ——; post-office address, ——. Auditor, ——; post-office address, ——. Treasurer, ——; post-office address, ——. Secretary, ——; post-office address, ——. Cashier, ——; post-office address, ——. General Superintendent, ——; post-office address, ——. Assistant Superintendent, ——; post-office address, ——. Master of Transportation, ——; post-office address, ——. Master Mechanic, ——; post-office address, ——. Chief Engineer, ——; post-office address, ——. General Ticket Agent, ——; post-office address, ——. General Freight Agent, ——; post-office address, ——. Purchasing Agent, ——; post-office address, ——.

AFFIDAVIT TO BE MADE BY THE PRESIDENT OR OTHER OFFICER ACTUALLY IN CHARGE.

State of Ohio, County of ——, ss.

—— of the —— Rail— Company being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed] _____.

Subscribed and sworn to before me, this — day of ——, A D 1874.

_____.

REPORTS
OF
RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1874.

ASHTABULA, YOUNGSTOWN AND PITTSBURGH RAILROAD COMPANY.

[ROAD AIL IN OHIO. OPERATED BY THE PENNSYLVANIA COMPANY UNDER LEASE.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,900,000 00
Increase since June 30, 1873 (certificate filed* November, '73)	400,000 00
Amount subscribed.....	1,826,350 00
Par value of shares.....	50 00
Amount paid in—Common	1,486,287 25
Preferred	320,000 00
<hr/>	
Total paid in and issued	\$1,806,287 25
Increase since June 30, 1873.....	507,777 57
Amount paid per mile (62.60)	28,854 43
Stockholders residents of Ohio, 790.	
Amount of stock held and owned by them June 30, 1874 ..	251,750 00
Location of transfer office or agency out of Ohio, Pittsburgh, Pa.	
Number of shares transferred within the year at such office, 30,004.	

DEBT.

Funded debt, 1st mortgage, 7 per cent. bonds, due October, 1901.....	\$1,500,000 00
No increase since June 30, 1873.	
Amount of floating debt not secured by mortgage	284,587 66
Increase since June 30, 1873.....	\$284,587 66
Total debt, funded and floating	1,784,587 66
Amount per mile (62.60)	28,507 79
<hr/>	
Total of paid in stock and debt	\$3,590,874 91
Total amount per mile (62.60).....	57,362 22

COST OF ROAD, EQUIPMENT, Etc.

The road was built by general contract for gross sum in stock, bonds and cash of.....	\$3,531,615 53
Cost per mile (62.60).....	\$56,415 60
Value of real estate owned by company, exclusive of roadway	150,000 00

* Error, filed January 14, 1874. See page 43.—COMM'R.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Youngstown to Ashtabula Harbor	62.60
Aggregate of sidings, etc.	5.20
Total length laid with rail	67.80

All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Mahoning	3 50	1.43	4.93
Trumbull	30.04	2.03	32 07
Ashtabula	29 06	1.74	30.80
Totals.	62 60	5.20	67.80

EQUIPMENT.

The equipment of the road is furnished by the lessee.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscriptions to stock	\$507,777 57
“ increase of floating debt	284,587 66
“ lessee for rent of road	20,309 43
Total	\$812,674 66

EXPENDITURES.

Interest on bonds	\$165,530 54
Construction of new work	72,600 00
Payment to contractor for work done prior to June 30, 1873	554,236 57
Total	\$792,367 23

GENERAL BALANCE SHEET, JULY 1, 1874.

LIABILITIES.

Common stock	\$1,486,287 25
Preferred stock	320,000 00
1st mortgage bonds	1,500,000 00
Floating debt	284,587 66
	\$3,590,874 91

ASSETS.

Cost of road and docks	\$3,555,387 49
Profit and loss—Pennsylvania company	35,487 42
	\$3,590,874 91

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

William Thaw	Pittsburgh, Pa.
Thomas D. Messler	“ “
William H. Barnes	“ “
William Harbaugh	“ “

William McCreery	Pittsburgh, Pa.
William P. Shinn	" "
Caleb B. Wick	Youngstown, Ohio.
Warren Packard	Warren, "
Henry Hubbard	Ashtabula, "
A. C. Fiske	" "
A. L. Morrison	" "
F. Harrington	Morgan. "
R. F. Smith	Cleveland, "
William P. Shinn, President	Pittsburgh, Pa.
James R. Shaler, Treasurer and Secretary	" "
A. F. Hubbard, Assistant Treasurer	Ashtabula, Ohio.

State of Pennsylvania, County of Allegheny, ss :

William P. Shinn, President of the Ashtabula, Youngstown and Pittsburgh Railroad Company, being duly sworn, deposes and says, that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, 1874.

(Signed)

WM. P. SHINN, *President.*

Subscribed and sworn to before me, this 29th day of August, 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

REPORT OF PENNSYLVANIA COMPANY, LESSEE.

CHARACTERISTICS.

RAILWAYS OPERATED UNDER LEASE OR CONTRACT (EMBRACED IN THIS REPORT).

Ashtabula, Youngstown and Pittsburgh, main track	62.60 miles.
Aggregate of sidings and other tracks	5 20 "
Total	67.80 "

Weight of rail per yard on main track, 56 lbs ; gauge of road, 57½ inches. All ballasted with gravel and furnace cinder.

Ballasted since June 30, 1873, 20 miles.

RAILROADS CROSSED AT GRADE.

Austintown Coal Road, at Youngstown.

Atlantic and Great Western Railway, one mile north of Warren.

Lake Shore and Michigan Southern Railway, at Ashtabula.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time tables arranged to secure running connections with above-named roads?

Not in all cases.

Number of highways crossed at grade, 70.

Miles of telegraph on line of road—all owned by company, 62.60.

Number of telegraph offices in stations on line operated jointly by railroad and telegraph company, 10.

BRIDGES, TRETTLES, ETC,

Bridges, wood, 5; aggregate length, 402 feet; greatest age, 2½ years.

Trestles, 61; " " 4,536 " " " 2 "

Stations, etc.

Passenger, 2; passenger and freight combined, 11; total, 13.

Water, 5; fuel, 1; total, 6.

Engine-houses, 3; value, \$37,000.

Shops for construction and repairs, 1; value, \$1,000.

Fencing.

Miles of fencing, 30; total cost, \$12,000.

Miles built within the year ending June 30, 12; cost per rod, \$1.25.

Miles unfenced [both sides], 90.

Reasons why not completed: The company's portion was completed, when a change of law compelled the fencing of both sides by the company, which is now being done.

EQUIPMENT.

Equipment furnished by Pennsylvania Company, but no particular amount allotted to this line.

Terms of service: The usual rate of 1½ cents per mile, at present.

Average number of cars, including baggage cars in passenger trains, 7.

Average number of cars in freight trains, 20.

Brake in use on passenger cars: Westinghouse Air Brake.

Method of bridging between passenger cars: An adjustable board.

Method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Dripps' Patent Safety Stove.

Means of lighting same: Candles and lard oil.

Total number of persons employed in operating the road, 161.

SPEED OF TRAINS PER HOUR.

Mail and accommodation—highest rate allowed, not limited; average rate, including stops 20 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops.. 10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile.

	Highest.	Lowest.
For the shortest distance carried (1 mile)	4 cents.	4 cents.
" more than 8 and less than 30 miles	3 50 "	3 50 "
" more than 30 and less than 100 miles	3 "	3 "
" the whole length of the main road	3 "	3 "
" through passengers	3 "	3 "

There is no addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile.

	Highest.	Lowest.
For the shortest distance carried (1 mile)	29 cents.	14 cents.
" more than 5 and less than 30 miles	12 "	5 "
" more than 30 and less than 100 miles	7 "	3.50 "
" the whole length of the main road	7 "	3.50 "
" through freight	2 "	1.25 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Union Express, thirty dollars per day. No transportation or other special lines run on the road.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	86,638	
" freight trains	78,852	
" construction and other trains	30,835	
	<hr/>	196,325

Cars.

Passenger	159,424	
Express and baggage	78,423	
Freight	467,102	
Caboose	44,661	
Empty cars	204,529	
	<hr/>	954,139

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$112 00
" " to employes, " "	112 00
" " to others, " "	Nothing.
" loss and damage of goods and baggage	109 51
" animals killed: 3 horses	Nothing.
36 cattle	\$3 00
5 sheep	8 00
	<hr/>
	\$13 00
Amount claimed, unsettled and in litigation for injuries to persons	Nothing.

FUEL CONSUMED.

Operated by Pittsburgh, Ft. Wayne and Chicago Railway engines, and fuel used reported by that company.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	111,995
Average number carried in each car per trip	20
Total mileage, or number carried one mile	1,627,774
Average number of miles traveled by each	14.50
" amount received for each	\$0.40.18
" amount per mile received for each	02.77

<i>Freight.</i>	
Tons carried	106,506
Average tons in each loaded car per trip.....	3
Total movement, or tons carried one mile.....	4,127,137
Average amount received for each ton	\$0.93.20
“ amount per mile received for each.....	02.24

TONNAGE CLASSIFIED.

	Tons.
Coal	32,132
Stone, lime, sand, etc.....	11,406
Petroleum	213
Ores	23,937
Pig and bloom iron	11,316
Railroad iron (iron and steel rails)	19
Other iron and castings.....	2,137
Lumber and other forest products.....	5,424
Live stock	1,687
Grain	1,431
Other agricultural products	415
Flour	1,214
Provisions (beef, pork, lard, etc.).....	2,256
Manufactures, including agricultural implements	2,846
Merchandise	1,950
Miscellaneous	979
	<hr/>
	99,362
Supplies for company's use (carried free)	7,144
Total	<hr/> 106,506

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.	
From passenger transportation.....	\$45,201 28
“ freight transportation.....	92,611 63
“ mail	3,105 00
“ express	9,390 00
“ all other sources of income, including rents, etc.....	2,222 77
Total earnings	<hr/> \$152,530 68

OPERATING EXPENSES.

Maintenance of way and structures	\$32,785 63
Maintenance of cars.....	1,097 05
Motive power.....	33,429 76
Conducting transportation.....	44,920 14
Hire of equipment	15,177 99
General expenses—	
Taxes	\$2,877 16
Other general expenses.....	1,933 52
	<hr/>
	4,810 63
Total operating expenses, being 86.68 per cent. of earnings.....	<hr/> 132,221 25
Net earnings (placed to credit of A., Y. and P. R. R. Co.)	<hr/> \$20,309 43

AMOUNTS PER MILE (62.60) OPERATED.

Earnings	\$2,436 59
Operating expenses	2,212 16
Net earnings	324 43

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 19, 1873. E. P. Johnson, laborer, construction train, Rome; standard broke, and he and load fell off together; instantly killed; cause beyond his control; inquest held; verdict, accidental death.

August 23, 1873. Clarence St. John, laborer on track, Rome; slightly injured by hand-car passing over him; caused by his own carelessness.

October 14, 1873. Lewis Chapman, freight brakeman, Rome; killed instantly while uncoupling cars in motion; cause beyond his control; inquest held; verdict, accidental death.

December 22, 1873. H. J. Smith, Eagle Furnace; fatally injured; walking on track, badly intoxicated, was struck by passenger train; died in two days; remains taken charge of by county authorities.

May 19, 1874. John Warmington, passenger brakeman, Youngstown; instantly killed; head caught between cars while coupling; cause beyond his control; inquest held; verdict, accidental death.

RECAPITULATION.

Killed—Employees—From causes beyond their control	3
Others—On track and trespassing	1
Total	4
Injured—Employees—From misconduct or want of caution	1
Total	1

NAME AND RESIDENCE OF OFFICERS OF LESSEES.

OFFICERS.	POST-OFFICE ADDRESS.
Thomas A. Scott, President	Philadelphia, Pennsylvania.
J. N. McCullough, 1st Vice-President and General Manager	Pittsburgh, “
William Thaw, 2d Vice-President	“ “
Thomas D. Messler, Comptroller	“ “
J. P. Farley, Auditor	“ “
W. H. Barnes, Treasurer and Secretary	“ “
J. P. Henderson, Cashier	“ “
S. M. Cummings, Master Mechanic	“ “
Felician Slataper, Chief Engineer	“ “
F. R. Myers, General Ticket Agent	“ “
William Stewart, General Freight Agent	“ “
William Mullins, Purchasing Agent	“ “

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, Comptroller of the Pennsylvania Company, operating the Ashtabula, Youngstown and Pittsburgh Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

THOS. D. MESSLER, *Comptroller.*

Subscribed and sworn to before me, this 5th day of September, A.D. 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY.

If reorganized, sold, leased or consolidated *since last report*, give the date and a brief outline of the terms and conditions of the transaction; also, of any modifications of previous leases or contracts, reporting the change only of the year ending June 30, 1874.

[The company neglected to report as required, the lease of its road and property to the Erie Railway Company. For abstract of terms, etc., see page 99.—COMM'R.]

ENTIRE LINE OPERATED.

[Road remeasured since last report. Length in miles and decimals.]

From Salamanca, New York, via Dayton, Ohio, to Cincinnati	447.50	
“ Cleveland via Youngstown to Sharon, Pennsylvania	81.50	
“ Niles, Ohio, to New Lisbon, Ohio	36.50	
“ Vienna Junction, Ohio, to Vienna, Ohio	7.75	
“ near Wadsworth, Ohio, to Silver Creek	2.00	
“ Junction Franklin Branch to Oil City, Pennsylvania	33.78	
	<u>608.13</u>	
Constructed double gauge	62.36	
Aggregate of sidings and other tracks	119.13	
	<u>181.49</u>	
Total length of track laid with rail	789.62	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$50,000,000 00
Amount subscribed	34,671,548 60
Par value of shares	50 00
Amount paid in—Common	24,795,298 60
Preferred	9,876,250 00
Total paid in and issued	<u>\$34,671,548 60</u>
Increase since June 30, 1873	\$10,312,848 60
Amount paid in per mile (423.28)	81,911 62
Proportion for Ohio (248 miles)	20,314,031 76
Stockholders, residents of Ohio, 6.	
Amount of stock held and owned by them June 30, 1874...	6,250 00
Location of transfer office or agency, New York City and London.	
Number of shares transferred within the year at such offices (not reported.)	

DEBT.

1st mortgage, 7 per cent. bonds, due January 1, 1902.....	\$15,165,200 00	
2d " 7 " " March 1, 1902.....	10,173,679 69	
3d " 7 " " May 1, 1902.....	23,783,000 00	
1st Ohio Div., 7 " " October 1, 1876.....	2,416,300 00	
Leased line rental trust, 7 per cent. bonds, due January 1, 1902.....	*5,386,000 00	
Leased line rental trust, 7 per cent. bonds, due January 1, 1903.....	*2,955,000 00	
Western extension certificates, 8 per cent., due July 1, 1876.....	*1,979,000 00	
Amount of funded debt.....		\$66,858,179 69
Increase since June 30, 1873.....	\$4,057,467 35	
Amount of floating debt not secured by mortgage.....		2,660,487 63
Increase since June 30, 1873.....	\$322,034 78	
Total debt, funded and floating.....	69,518,667 32	
Increase since June 30, 1873.....	4,379,522 13	
Amount per mile (423.28).....	*139,856 99	
Proportion for Ohio (248 miles).....	*34,684,533 52	
Total of paid in stock and debt.....		\$104,190,215 92
Total amount per mile (423.28).....	*\$221,768 61	
Total proportion for Ohio (248 miles).....	*54,998,615 28	

COST OF ROAD, EQUIPMENT, ETC.

The road and equipment were purchased at a foreclosure sale.

Total cost.....		\$83,816,243 14
Cost per mile (423.28).....	\$198,016 07	
Proportion for Ohio (248 miles).....	49,107,985 36	
Value of real estate owned by company, exclusive of road-way.....	147,552 50	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Main track from Salamanca, New York, to Dayton, Ohio.....	387.50	246.
Silver Creek Branch, from near Wadsworth, Ohio, to Silver Creek, Ohio.....	2.00	2.
Franklin Branch, from near Meadville, Pennsylvania, to Oil City, Pennsylvania.....	33.78	.....
Total single main track.....	423.28	248.
Aggregate of sidings, etc.....	83.80	42.23
Total length laid with rail.....	507.08	209.23

* The two classes of leased line rental trust bonds and the western extension certificates, amounting to \$10,320,000, are not a lien on the road of the Atlantic and Great Western Railroad Company, and are therefore omitted [incorrectly.—COMM'R] in all calculations for amount per mile, or proportion for Ohio.

Length in Ohio, distributed as follows:

County.	Main track.	Branches.	Sidings, etc.	Total.
Trumbull	29.56	.....	6 12	35.68
Portage	22.79	.....	7.49	30.28
Summit ..	19 35	.66	3.74	23.75
Medina.....	7.07	1.34	1.12	9 53
Wayne	18.46	.....	2.06	20.52
Ashland.....	20.84	.....	1.52	22 36
Richland	20.51	.....	2.21	22.72
Crawford	5.86	.....	4.30	10.16
Morrow	2.49	.....	.....	2.49
Marion.....	25.45	.....	1.88	27.33
Union.....	23.98	.....	3.26	27 24
Champaign.....	21.27	.....	4.62	25.89
Clarke	18 20	.....	.88	19.18
Greene	4.93	.....	.82	5.75
Montgomery	5.14	.....	2.21	7.35
Totals.....	246.	2.	42.23	290.23

RAILWAYS OPERATED UNDER LEASE OR CONTRACT—(EMBRACED IN THIS REPORT)

	Length.	In Ohio.
Cincinnati, Hamilton and Dayton Railroad (wide gauge) main track....	60.	60.
Cleveland and Mahoning Valley Railway, main track	123.35	123.35
Sharon Branch, main track.....	1.50	.....
Totals	184.85	183.35
Constructed double-gauge	62.36	62.36
Aggregate of sidings and other tracks.	31.46	31.46
Totals	278.67	277.17
Steel and "capped" rail in use on entire line.....	.....	121.

Weight of rail per yard, on main track, 56, 60, 67 and 68 lbs. Gauge of road, 72, 57 $\frac{1}{4}$ and 57 $\frac{3}{8}$ in.

Road in Ohio all ballasted with gravel.

Ballasted since June 30, 1873, thirteen miles.

RAILROADS CROSSED AT GRADE IN OHIO.

Youngstown Div. Lake Shore and Michigan Southern Railway, west of Burg hill.

Youngstown Div. Lake Shore and Michigan Southern Railway, at Youngstown—three crossings.

Youngstown Div. Lake Shore and Michigan Southern Railway, at Doughton's.

Ashtabula, Youngstown and Pittsburgh Railroad, east of Warren, main line.

Ashtabula, Youngstown and Pittsburgh Railroad, at Youngstown.

Mahoning Div. Atlantic and Great Western Railroad, at Leavittsburg.

Painesville and Youngstown Railroad, at Warren and between Warren and Youngstown.

Painesville and Youngstown Railroad, at Niles.

Cleveland and Pittsburgh Railroad, three miles west of Ravenna.

Cleveland and Pittsburgh Railroad, three miles east of Cleveland.

Cleveland, Mt. Vernon and Delaware Railroad, at Akron.

Lake Shore and Tuscarawas Valley Railway, at Russell.

Pittsburgh, Ft. Wayne and Chicago Railway, at Mansfield and Leetonia.

Lake Erie Div. Baltimore and Ohio Railroad, at Mansfield—two crossings.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Galion—two crossings.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Marion and Dayton.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Cleveland.

Columbus, Chicago and Indiana Central Div. Pittsburgh, Cincinnati and St. Louis Railway, at Urbana.

Cincinnati, Sandusky and Cleveland Railroad, at Urbana and Dayton.

Dayton and Michigan Railroad at Dayton.

Do all trains on your road stop at these crossings? Yes, at all main track crossings.

Are flagmen stationed at each? Yes, at all in operation.

Are your time tables arranged to secure running connections with the above named roads? As near as practicable.

Number of highways crossed at grade in Ohio, 378.

Miles of telegraph on line of road (owned by company), 356.

Number of telegraph offices in stations on line (all operated jointly by railroad and telegraph company), 56.

BRIDGES, TRETTLES, ETC., IN OHIO.

Bridges.

Wood.....	58	Aggregate length.....	6,380 feet.
Iron.....	5	“ “.....	641 “
Stone.....	3	“ “.....	80 “
			<hr/> 7,101 “

Wood bridges built within the year ending June 30, 1; rebuilt, 3; as follows:

Seranton Avenue, Cleveland, Howe Truss, length, 118 feet.

Mahoning River (renewal) “ “ 150 “

Rocky Fork “ “ 64 “

Mill Race, Niles “ “ 65 “

Greatest age of bridges: wood, 8 years; iron, 19 years.

Number of trestles, 25; aggregate length, 3,000 feet.

Stations, etc.

Passenger, 20; freight, 25; combined, 60; total, 105.

Water and fuel combined, 78.

Engine houses, 15.

Shops for construction and repairs, 1.

Fencing.

Miles of fencing on your road: Cannot tell, as a quantity is owned by individuals. The fencing is generally good.

Miles built within the year ending June 30, 20; cost per rod, \$1.50.

Reasons why not completed: All defects in fences are being repaired as rapidly as possible.

EQUIPMENT—ENTIRE LINE.

Locomotives, 228; average weight, including tenders, empty, 90,000 pounds.

Express and baggage cars, 45; average weight, 25,000 pounds.

Postal cars, 3; average weight, 35,000 pounds.

Passenger cars, 80; average weight, 40,000 pounds.

Drawing room and sleeping cars, 13.

Freight cars, 5,341; average weight, 12,000 pounds.

Other cars, 112; average weight, 14,000 pounds.

NOT OWNED BY THE COMPANY—(INCLUDED ABOVE.)

Locomotives, *58; owned by United States Rolling Stock Company.

Express and baggage cars, 20; owned by United States Rolling Stock Company.

Passenger cars, 41; owned by United States Rolling Stock Company.

Drawing room and sleeping cars, 13; owned by Pullman Palace Car Company.

Freight cars, 2,592; owned by United States Rolling Stock Company.

Terms of service: Locomotives, \$200; passenger cars, \$100; express and baggage cars, \$37.50, and freight cars \$18.75 per month.

Average number of cars, including baggage cars, in passenger trains, 4.3.

Average number of cars in freight trains, 12.

Brake in use on passenger cars: Ordinary hand-brake and Ransom & Gardner's air brake.

Method of bridging between passenger cars: Miller's platform and coupling.

Method of heating passenger cars run on your road: Coal stoves.

Means of lighting same: Candles.

Total number of persons employed in operating the road, entire line, 3,931; proportion for Ohio, 2,661.

SPEED OF TRAINS PER HOUR.

Express passenger, highest rate allowed.....	40 miles.
Average rate, including stops.....	25 "
Mail and accommodation, highest rate allowed.....	28 "
Average rate, including stops.....	20 "
Freight trains, highest rate allowed.....	15 "
Average rate, including stops.....	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	10 cents.	4 cents.
" more than 8 and less than 30 miles.....	3 "	3 "
" more than 30 and less than 100 miles.....	3 "	3 "
" the whole length of the main road in Ohio.....	3 "	2.50 "
" through passengers.....	2.70 "	1 "

There is no addition to ticket rates if fare is paid on trains.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on the road: Berth, 2 00; section, \$1.00; state room, \$6.00.

* Of the 58 locomotives not owned by the company, only 19 are in use. The balance are narrow gauge to be used when the gauge of the track is changed.

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (10 miles)	16 cents.	6 cents.
“ more than 10 and less than 30 miles	8.08 “	2.53 “
“ more than 30 and less than 100 miles	5.05 “	1.70 “
“ the whole length of the main road in Ohio.....	4.46 “	1.28 “
“ through freight	2.32 “	.92 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

United States Express Company and Adams Express Company.

State terms as to rates, use of track, machinery, repair of cars, etc. ?

The United States Express Company pays about double first class rates on west bound, and about double second class rates on east bound freight.

The Adams Express Company pays twenty-seven cents per hundred pounds on all shipments.

Name and P. O. address of the principal agent or officer of each, in Ohio.

E. M. Matthews, Superintendent United States Express Company, Cleveland.

C. Cone, Superintendent United States Express Company, Toledo.

J. H. Rhodes, Superintendent Adams Express Company, Cincinnati.

What freight, transportation and other special lines run on your road ?

Erie and Pacific Dispatch and Great Western Dispatch.

State terms as to rates, use of track, machinery, repair of cars, etc., with each.

The Erie and Pacific Dispatch Company ship freight, using the regular tariff rates, from time to time established, and are in all respects on same footing as other shippers, and receive commissions according to the different classes of freight shipped.

The Great Western Dispatch is a co-operative company.

Name and P. O. Address of the principal agent or officer of each line in Ohio.

N. H. McLean, Agent Erie and Pacific Dispatch, Cincinnati.

Enoch Taylor, Southern Superintendent Great Western Dispatch, Cincinnati.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL Laid IN OHIO.

Rerolled iron..... 60 91 miles.

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains	1,097,587	
“ freight trains.....	4,413,559	
“ construction and other trains	165,300	
	<hr/>	5,676,446

Cars.

Passenger.....	3,520,705	
Express and baggage.....	1,168,176	
Freight and caboose.....	53,279,544	
	<hr/>	57,968,425

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries—in Ohio, to employes, fatal and non-fatal	\$14,447 85
For injuries—in Ohio, to others, fatal and non-fatal	3,245 50
For medical attendance.....	2,145 20
For loss and damage of goods and baggage—entire line	14,867 48
For animals killed in Ohio—	
30 horses	\$907 50
121 cattle	593 75
215 sheep	286 00
9 hogs.....	12 00
	<hr/>
	\$1,799 25

FUEL CONSUMED—ENTIRE LINE.

Wood, 12,509 cords, cost, \$45,969.18; coal, 144,579 tons, cost, \$394,802.76.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Number carried of all classes	1,030,722
Average number carried in each car per trip.....	11
Total mileage, or number carried one mile.....	39,534,723
Average number of miles traveled by each	38.36
“ amount received for each	\$0 93.94
“ amount per mile received for each	0 2.45

Freight.

Tons carried—through	547,687
local.....	<hr/> 2,304,343
	2,852,03
Average tons in each loaded car per trip.....	6.89
Total movement, or tons carried one mile	349,418,114
Average amount received for each ton.....	\$1 38.45
“ amount per mile received for each	01.1

TONNAGE CLASSIFIED.

	Tons.	Per cen
Coal	991,918	35.
Stone, lime, sand, etc	84,552	3.
Petroleum	333,300	12.
Ores	276,808	10.
Pig and bloom iron	76,073	3.
Other iron and castings	90,208	3.
Lumber and other forest products	106,587	4.
Live stock	42,282	1.
Grain.....	139,466	5.
Other agricultural products.....	74,228	2.
Flour.....	78,312	3.
Provisions (beef, pork, lard, etc).....	58,429	2.
Manufactures, including agricultural implements.....	50,565	2.
Merchandise	134,339	5.
Miscellaneous	76,990	2.
Supplies for company's use	234,979	8.
	<hr/>	
Total	2,852,036	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—		
Through	\$310,576 77	
Local	657,680 66	
		\$968,257 43
From freight transportation—		
Through	\$1,301,205 13	
Local	2,647,448 30	
		3,948,653 43
From mail		42,259 91
From express		78,617 69
From all other sources of income, including rents, etc		61,885 91
Total earnings		\$5,099,674 37

OPERATING EXPENSES.

Maintenance of way and structures	\$984,628 75	
Maintenance of cars	305,947 85	
Motive power.....	415,187 62	
Conducting transportation	1,993,173 82	
General expenses :		
Taxes—Ohio	\$85,079 88	
New York.....	11,833 92	
Pennsylvania	28,590 27	
Iowa	4 48	
Other general expenses	136,342 11	
		261,850 66
Total operating expenses, being 77.67 per cent. of earnings.....		\$3,960,788 70
Net earnings		\$1,138,885 67

AMOUNTS PER MILE (608.13) OPERATED.

Earnings	\$8,385 83	Proportion for Ohio, 431.35 miles..	\$3,617,227 77
Operating expenses.....	6,513 06	“ “	2,809,408 43
Net earnings	1,872 77	“ “	807,819 34

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to stock	\$10,312,848 60
From sale of bonds not heretofore issued, main line.....	2,182,487 35
From sale of Western Extension certificates	1,979,000 00
From increase of floating debt	322,034 78
From town and city subscriptions (citizens)	3,871 10
Total	\$14,800,241 83

PAYMENTS.

Interest on bonds of main line	\$1,141,890 28
“ “ leased lines	144,604 35
Drawn bonds of leased line, rental trust, due 1902	59,000 00
“ “ “ 1903	45,000 00
Bonds of the company canceled, Erie and New York City Railroad bonds	14,000 00
Fractional certificates bought	709 93
Paid to trustees of reorganization on account of cost of road	312,848 60
Lease of Cleveland and Mahoning Valley Railway	\$559,031 32
“ Cincinnati, Hamilton and Dayton Railroad	147,137 22
“ Sharon Branch	3,000 00
	<hr/>
	709,168 54
Construction of new work	1,167,279 77
Additional equipment	22,686 64
Rent of docks and lots	7,238 29
Hire of cars and engines	637,141 93
Cleveland, Columbus, Cincinnati and Indianapolis Railway stock	11,982,757 97
	<hr/>
Total	\$16,244,326 29

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$34,671,548 60
Funded debt, main line	56,538,179 69
“ leased line rental trust bonds	10,320,000 00
Due to other companies and individuals	4,739,480 54
	<hr/>
	\$106,269,208 83

[Of the latter amount a portion has been paid by the agents of the company in London, England, of which statements have not yet been received; and for loans included in it securities of the company have been lodged as collateral.]

ASSETS.

Cost of road, equipment and appurtenances	\$83,816,243 14
Cost of bonds and stock of Cleveland and Mahoning Valley Railroad	5,245,674 18
Cost of bonds and stock of Shenango and Allegheny Railroad, Mercer Mining and Manufacturing Co., Pithole Valley R. R. Co., and Pennsylvania Petroleum R. R. Co.	1,911,349 45
Cost of stock of C. C. C. & I. R.'y Co.	11,982,757 96
Supplies on hand	406,197 42
Cash on hand and due by agents	235,630 10
Due by express companies	8 463 13
Due by Post-Office Department	10,223 18
Due by other companies and individuals	1,418,479 08
Profit and loss	1,234,191 19
	<hr/>
	\$106,269,208 83

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30 of all casualties resulting in injuries to persons giving extent and cause thereof:

July 2, 1873. Mary Klein, Cleveland yard: killed: run over by train while picking up coal; want of caution.

July 7, 1873. Eugene Seward, conductor, Solon: killed: fell from top of caboose as train was backing: want of caution.

July 8, 1873. Myron Strong, brakeman, Johnson's switch: killed: sitting on track fell asleep, and was struck by passing train; his own fault.

July 12, 1873. Spencer Lyttle, Hubbard: killed: crossing bridge in front of train: struck by engine; want of caution.

July 23, 1873. Edward Manning, Cleveland: injured: fell between cars and railing of coal dock; one arm cut off, and two fingers cut from other hand; want of caution.

July 26, 1873. A. Scheneman, Dayton: killed: walking on track: struck by engine; verdict of coroner's jury, "accidental death."

August 3, 1873. H. Wilkinson, brakeman, Pike: injured: fell from top of car, and right arm cut off; want of caution.

August 4, 1873. John Brooks, Kneisley: killed: lying on track: struck by train: his own fault.

August 4, 1873. J. Root, Geauga Lake: killed: walking on track; struck by engine: his own fault.

August 6, 1873. Rees Burnell, Church Hill: killed: trying to cross track between cars, was run over: his own fault.

August 7, 1873. Mary Muldren, Dayton: injured: standing on bridge: foot run over by switch engine and four toes cut off: her own fault.

August 20, 1873. Wm. Parsons, Woodland: injured: deaf mute; asleep on track; arm cut off by engine; his own fault.

August 23, 1873. Dennis Sullivan, coal heaver, Youngstown: killed: fell between cars: was run over; want of caution.

August 27, 1873. J. Harris, insane; east of Akron: killed: run over by train.

August 27, 1873. A. McDonald, brakeman, Leavittsburg: injured: hand caught while coupling cars, and three fingers lost; want of caution.

August 28, 1873. James Mincher, Niles: killed: fell from train while stealing ride; was run over: his own fault.

August 29, 1873. Flora Kent and Amanda Hosford killed, and Minnie Kent, Mrs. Hoxter and John Natze severely injured: near Green Camp; struck by train while crossing track in wagon; whistle was sounded; driver said to be insane; want of caution.

September 5, 1873. James Summers, near Fremont: injured: sat down on track to rest, fell asleep, and hip bruised by passing train; his own fault.

September 16, 1873. John Brown, track laborer, Anzora: killed: run over by train on side track while watching another train pass; want of caution.

September 18, 1873. Wm. Williams, Newburgh: killed: stealing a ride, jumped off train, struck some pig-iron, thrown under train; his own fault.

September 26, 1873. George W. White, brakeman, Polk: killed: fell from ladder in climbing between cars: want of caution.

October 2, 1873. Mrs. Honora Murtough, Cleveland yard: fatally injured; struck by switch engine while crossing track: want of caution.

October 3, 1873. T. J. Lacy, brakeman, Sharon: fatally injured; caught between cars while changing link; want of caution.

October 14, 1873. John Sharp, car repairer, Cleveland: killed; fell from train and was run over; want of caution.

October 14, 1873. George Hine, coal-miner, Mineral Ridge: killed; crossing track in wagon, struck by engine; was run over; want of caution.

October 21, 1873. Thomas Gillan, brakeman, Leavittsburg: fatally injured; hand caught while coupling cars; died of lock-jaw, November 7: want of caution.

November 4, 1873. J. W. Judy, brakeman, Vienna Junction: injured; lost finger and thumb on left hand; while coupling cars; want of caution.

November 4, 1873. James Tinney, Youngstown: killed; walking on track, run over by train; his own fault.

November 13, 1873. Sherman Skinner, deaf mute near Baconsburg: severely injured; walking on track toward train, struck, and one leg broken; had the other bruised; was caught by fireman and held on engine until train reach station; his own fault.

November 20, 1873. Pas. Quinnigan, trackman, near Osborn: injured; struck on leg by bar of iron which was thrown on car and flew back; causing severe bruise; beyond his control.

November 30, 1873. Henry Hines, passenger, Youngstown: killed; jumped off train at crossing; fell; was struck by truck box; his own fault.

December 6, 1873. Jacob Kohr, near Caladonia: killed; intoxicated, and asleep on track; run over by train; his own fault.

December 17, 1873. Jane Higgins, Galion: killed; walking on track, and would not get off when whistle was sounded; struck by engine; inquest held and company exonerated.

December 22, 1873. John Kelley, trackman, near Akron: seriously injured while walking on track; his own fault.

December 26, 1873. Frank Thompson, section foreman, Garrettsville: injured; walking on track; struck by engine and leg cut off; his own fault.

December 31, 1873. Peter Woods, brakeman, near Orangeville: injured; fell from train; under jaw fractured and head bruised.

January 5, 1874. George Beach, brakeman, Dennison: killed; lost his hold while getting down off the cars; want of caution.

January 10, 1874. Fred. Wellendorf, Youngstown: injured; intoxicated and walking on track; struck by engine and slightly cut on right arm; his own fault.

January 11, 1874. George W. Brindie, brakemen, Galion: injured; left hand badly bruised while coupling cars; want of caution.

January 12, 1874. Henry Myers, Cleveland: killed; walking on track; struck by engine; thought by some to be a case of suicide; his own fault.

January 23, 1874. J. C. Henlan, brakeman, Warren: injured; coupling cars; hand smashed and two fingers taken off; want of caution.

January 31, 1874. Joseph Thomas, Girard: killed; attempted to get on train in motion; fell under cars; his own fault.

February 19, 1874. Wm. Philbin, Youngstown: injured; found at Howe street crossing, intoxicated; left arm cut off; his own fault.

February 22, 1874. J. Honecker, brakeman, Leavittsburg: injured; hand smashed and three fingers taken off while coupling cars; want of caution.

March 13, 1874. Samuel Myers, engineer, Mansfield: killed; B. and O. R. R., switch engine ran into his train at crossing; train had proper signals displayed; verdict of coroner's jury "came to his death by carelessness on the part of the switch engineer of the Balt. and Ohio Railroad"

March 15, 1874. Wm. Walker, brakeman, Urbana: injured; two fingers cut off while coupling cars; want of caution.

March 27, 1874. D. A. Goodell, brakeman, Vienna Junction; fatally injured; foot caught in frog while chauging link between cars; car passing over him; beyond his control.

March 31, 1874. Benjamin Kates, switchman, Kent: injured; hand bruised and finger broken while coupling cars; want of caution.

April 14, 1874. A. L. Strong, brakeman, Leavittsburgh: injured; hand bruised and one finger taken off while coupling cars; want of caution.

April 19, 1874. O. Lafontaine, switchman, Dayton: injured; stumbled and fell in front of engine, and collar bone broken; want of caution.

May 12, 1874. James Goodell, Newburgh: killed; attempted to get on moving train; fell under cars; his own fault.

May 16, 1874. John Quinn, trackman, Leavittsburg: fatally injured; coming into station on hand car; jumped off to avoid threatened collision with switch engine; fell, and was run over by hand car; want of caution.

May 19, 1874. Peter McQuirk, boy, Cleveland: killed; stealing ride between cars; caught between them; his own fault.

May 20, 1874. W. D. Rice, brakeman, Solon: killed; fell between cars and was run over; want of caution.

May 27, 1874. Frank Burnett, child aged 20 months; playing on track at Doughton's: injured; struck by engine.

June 22, 1874. Samuel Parks, track laborer, found near Warren: had been run over by train and cut to pieces; supposed to have been robbed and laid on the track.

RECAPITULATION.

Killed—Passengers—Misconduct or want of caution	1
Employees—From cause beyond their control	2
" misconduct or want of caution	12
Others—On track and trespassing	20
Total	35
Injured—Employees—From causes beyond their control	1
" misconduct or want of caution	13
Others—On track and trespassing	11
Total	25

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
J. H. Devereux	Cleveland, Ohio.
W. H. Upson	Akron, "
H. H. Parsons	Ashtabula, "
John Tod	Cleveland, "
R. Hitchcock	Painesville, "
W. W. McFarland	35 William street, New York City.
James H. Fay	9 Nassau street, "
L. Wills	58 Exchange Place, "
A. Hegewisch	74 and 76 Wall street, "
Thos. Warnock	Meadville, Pennsylvania.

J. H. Deverenx, President.....	Cleveland, Ohio.
Thos. Warnock, Auditor and Secretary.....	Meadville, Pennsylvania.
F. E. Rittman, Treasurer.....	" "
P. D. Cooper, General Superintendent.....	Cleveland, Ohio.
Wm Fuller, Master Mechanic	Meadville, Pennsylvania.
C. Lattimer, Chief Engineer.....	" "
W. B. Shattue, General Ticket Agent	Cincinnati, Ohio.
J. M. Osborn, General Freight Agent.....	" "
R. B. Browne, Purchasing Agent.....	Meadville, Pennsylvania.

State of Ohio, County of Cuyahoga, ss :

John H. Deverenx, President of the Atlantic and Great Western Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

JOHN H. DEVEREUX, *President.*

Subscribed and sworn to before me, this 3d day of September, A.D. 1874.

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

ATLANTIC AND LAKE ERIE RAILWAY COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION—ALL IN OHIO.]

PROPOSED LINE—GIVING TERMINAL POINTS.

From Pomeroy to Toledo	235 miles.
Length graded not laid with rail	128 "

On what portion of line? From Toledo to Bucyrus, Mt. Gilead to Bremen, New Lexington to Moxahala, and Harrisonville to Pomeroy.

CONSTRUCTION ACCOUNT.

Expenditures from the date of the commencement of the road up to June 30, 1874, inclusive:

Right of way	\$76,076 62
Civil engineering	83,168 75
Grading and masonry	593,652 94
Timber and ties	46,909 10
Fencing	178 94
Interest and discount	13,551 54
Contingent expenses	55,528 77
Dock and depot grounds at Toledo	45,000 00
Printing and stationery	1,266 25
Taxes	143 97
Real estate	1,434 99
Office furniture and instruments	2,922 70
Total	<u>\$919,834 57</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$5,000,000 00
Amount subscribed	1,486,583 40
Par value of shares	50 00
Total paid in and issued—common	\$705,383 77
Increase since July 30, 1873	163,720 22
Stockholders, residents of Ohio, 2,979.	
Amount of stock held and owned by them June 30, 1874 ..	703,383 77

DEBT.

[No funded debt.]

Amount of floating debt—not secured by mortgage, retained per cent. on contracts included	246,122 86
Increase since June 30, 1873	58,198 58
Total of paid in stock and debt	<u>\$951,506 63</u>

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscription to stock.....	\$163,720 22
“ increase of floating debt.....	58,198 58
All other sources of income for the year	10 00
Total	<u>\$221,928 80</u>

EXPENDITURES.

Taxes.....	\$120 35
Construction of new work.....	226,902 06
Additional real estate.....	1,200 00
Total	<u>\$228,222 41</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$705,383 77
Bills payable.....	64,769 40
Rents.....	10 00
R. MacLeod.....	1,359 36
D. W. Swigart	3,350 00
Due on contracts, retained per cent. included.....	176,644 10
	<u>\$951,516 63</u>

ASSETS.

Right of way	\$76,076 62
Construction—timber and ties, etc.....	797,321 96
Dock and depot grounds at Toledo	45,000 00
Real estate.....	1,434 99
Stock account, O. G. V. M. Co.....	7,700 00
Bills receivable.....	15,508 81
Cash and items in hands of agents.....	8,473 25
	<u>\$951,516 63</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

Thos. Beer	Bucyrus, Ohio.
Thos. Ewing	Lancaster, “
Chas. Foster	Fostoria, “
V. B. Horton	Pomeroy, “
G. B. Johnson	Granville, “
H. P. Platt	Toledo, “
Wager Swayne.....	“
Jas. S. Trimble.....	Mt. Gilead, “
Jas. Taylor.....	New Lexington, Ohio.
J. P. Weethee.....	Mt. Auburn, Athens Co., Ohio.
V. B. Horton, President.....	Pomeroy, Ohio.
G. B. Johnson, Vice-President.....	Granville, “
J. B. Gormly, Treasurer and Secretary.....	Bucyrus, “

State of Ohio, County of Franklin, ss :

V. B. Horton, President of the Atlantic and Lake Erie Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a full and true exhibit of the condition and affairs thereof on the 30th day of June, A D. 1874.

[Signed]

V. B. HORTON, *President.*

Subscribed and sworn to before me, this 5th day of August, A.D. 1874.

C. T. FLOWERS, *Clerk Commissioner.*

ATLANTIC AND SOUTH EASTERN RAILWAY COMPANY.

PROPOSED LINE—GIVING TERMINAL POINTS.

From Salineville, via Nebo, Amsterdam and Hopedale, to Portland.....	45 miles.
Branch from Salineville to a point in Centre township, Columbiana county...	13 "
Total.....	58 "

CAPITAL STOCK.

Amount authorized	\$500,000 00
Amount subscribed.....	100,000 00
Par value of shares.....	50 00
Amount paid in. No installments have as yet been called.	

COST OF ROAD, EQUIPMENT, ETC.

Right of way : donated over a large part of the line.

EXPENDITURES.

Expense of organization not exceeding \$1,000.00, borne principally by private contributions.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Joseph G. Lacock.....	Salineville, Ohio.
James Farmer.....	Cleveland, "
R. E. O'Brien	Meadville, Penna.
Thomas McConnahay.....	Amsterdam, Ohio.
Patrick Cunningham	" "
Leslie Copeland.....	Hopedale, "
A. B. Paul	" "
Joseph G. Lacock, President.....	Salineville, Ohio.
Thomas McConnahay, Treasurer	Amsterdam, "
A. B. Paul, Secretary.....	Hopedale, "

State of Ohio, County of Harrison ss :

- A. B. Paul, Secretary of the Atlantic and South Eastern Railway Company being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

A. B. PAUL, *Secretary.*

Subscribed and sworn to before me, this 6th day of July, A.D. 1874.

[SEAL.]

DAVID ALLISON, *Notary Public.*

BALTIMORE, PITTSBURGH AND CHICAGO RAILWAY COMPANY—OHIO DIVISION.

[IN PROCESS OF CONSTRUCTION BY B. & O. R. R. CO.]

LINE OPERATED.

Opened from Chicago Junction to Deshler, January 1, 1874.....	62.40	
“ “ Deshler to Defiance June 10, 1874.....	25.40	
		87.80 miles.
Aggregate of sidings and other tracks	3.45	“
Total.....	91.25	“

PROPOSED LINE—GIVING TERMINAL POINTS.

From Chicago Junction, Ohio, to Chicago, Illinois.....	271 miles
Length graded not laid with rail [June 30].....	160 “
15½ miles in Ohio—balance in Indiana and Illinois.	

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive :
Estimated about \$23,000 per mile, being for 94.80 miles completed in Ohio.... \$2,180,400

CAPITAL STOCK.

Amount authorized and subscribed for Ohio.....	\$300,250 00
Par value of shares	50 00
Amount paid in—common, 10 per cent.....	\$30,025 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Chicago Junction to Maumee Bridge	94.80
Aggregate of sidings, etc	3 45
Total length laid with rail.....	98.25

All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Huron	5.73	.77	6.50
Seneca	31.40	1.36	32.76
Hancock	5.62	.10	5.72
Wood	18.55	.72	19.27
Henry	18.40	.50	18.90
Defiance	15.10	.....	15.10
Totals.....	94.80	3 45	98.25

Weight of rail per yard on main track, 64 lbs. ; gauge of road, 57½ inches.

RAILROADS CROSSED AT GRADE.

Mansfield, Coldwater and Lake Michigan Railroad, at Tiffin.

Cincinnati, Sandusky and Cleveland Railroad, at Tiffin.

Lake Erie and Louisville Railway, at Fostoria.

Dayton and Michigan Railroad, at Deshler.

Toledo, Wabash and Western Railway, at Defiance.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your Time Tables arranged to secure running connections with above named roads?

As far as practicable.

Number of highways crossed at grade, 85.

Miles of telegraph on line of road (all owned by Company), 87.80.

Number of telegraph offices in stations on line (all operated by Company), 7.

BRIDGES.

Iron—4. Built within the year ending June 30, 1874; location, etc., as follows:

Tiffin, Baltimore Bridge Company, length	225 feet.
Wolf Creek, Phoenix Bridge Company, length	150 "
Auglaize River, Bollman Truss, length	412 "
Canal, Defiance, Keystone Bridge Company, length	122 "
	<hr/> 909 "

Number of trestles [not given]; aggregate length, 7,518 feet.

STATIONS, ETC.

Passenger and freight combined, 4.

Water (temporary), 9.

Engine-houses, 2; value, \$2,000.

Shops for construction and repairs (temporary), 2; value, \$500.

FENCING.

Miles fencing built, 30.

EQUIPMENT OWNED BY COMPANY.

Locomotives, 21; average weight, including tenders, 95,000 pounds.

Other cars, 2; average weight, 18,000 pounds.

The passenger, freight and other cars used furnished by Baltimore and Ohio Railroad Company, and the Pullman Palace Car Company; [number not given.]

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

For the shortest distance carried, 3½ miles, (no fare less than 20 cents)	5.68 cents.
" more than 8 and not less than 30 miles	3 "
" more than 30 and less than 100 miles	3 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

The American Express Company, \$30 per day.

H. S. Julier, Superintendent, Cleveland.

No freight, transportation and other special lines run on the road.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	22,730	
“ freight trains	24,230	
“ construction and other trains	139,146	
	<hr/>	186,106

Cars.

Passenger	15,248	
Express and baggage	3,696	
Freight	328,887	
Caboose	7,756	
In construction and other trains	841,301	
Empty cars	70,136	
	<hr/>	1,267,024

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes	\$41 45
For loss and damage of goods and baggage	114 57

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	17,215
Average number carried in each car per trip	16
Total mileage, or number carried one mile	371,133
Average number of miles traveled by each	21.67
“ amount received for each	\$0 65
“ amount per mile received for each .....	.03

Freight.

Tons carried—local	21,913
Average tons in each loaded car per trip	4
Total movement, or tons carried one mile	1,013,300
Average amount received for each ton	\$0.72.
“ amount per mile received for each	01.56

TONNAGE CLASSIFIED.

	Tons.
Coal	9,881
Nails	516
Lumber and other forest products	1,529
Live stock	50
Grain	409
Flour	410
Miscellaneous	9,118
Total	<hr/> 21,913

EARNINGS FOR YEAR ENDING JUNE 30.

From transportation of passengers, freight and express in connection with construction	\$29,678 96
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NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Walter C. Quincy.....	Columbus, Ohio.
William C. Holgate.....	Defiance, “
John Gardiner.....	Norwalk, “
A. D. Smith.....	Columbus, “
William Keyser.....	Baltimore, Maryland.
John K. Cowan.....	“ “
George R. Dennis.....	Frederick City, “
W. C. Quincy, President.....	Columbus, Ohio.
William Wing, Treasurer and Secretary.....	“ “

State of Ohio, County of Franklin, ss :

W. C. Quincy, President of the Ohio Division of the Baltimore, Pittsburgh and Chicago Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said Division from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof, on the 30th day of June, A.D., 1874.

[Signed]

W. C. QUINCY, *President.*

Subscribed and sworn to before me, this 16th day of November, A.D., 1874.

[SEAL.]

W. P. LOOFBOURROW, *Notary Public.*

BALTIMORE SHORT LINE RAILWAY COMPANY.

[ROAD ALL IN OHIO—IN PROCESS OF CONSTRUCTION.]

PROPOSED LINE—GIVING TERMINAL POINTS.

From Marietta and Cincinnati Railroad, near Warren's Station, via Hocking Valley, to Belpre, 30 miles.

Length graded not laid with rail. Nearly all completed.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

Right of way.....	\$100,793 08
Civil engineering.....	34,017 44
Grading and masonry.....	757,675 01
Bridges.....	33,575 00
Superstructure.....	2,161 33
Ties.....	22,763 59
Iron rails.....	42,971 67
Fencing.....	9,296 35
Interest and discount.....	54,073 32
Contingent expenses.....	28,811 61
Ballasting.....	17,442 45
Total.....	\$1,103,580 85
Cost per mile (30).....	\$36,786 03

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$500,000 00
Amount subscribed.....	302,050 00
Par value of shares.....	50 00
Total paid in—common.....	\$301,195 00
Increase since June 30, 1863.....	200,000 00
Amount paid in per mile (30).....	10,039 83
Stockholders residents of Ohio, 9.	
Amount of stock held and owned by them June 30, 1874 ..	251,650 00
No transfer office or agency out of Ohio.	

DEBT.

Amount of funded debt—none funded as yet.	
Amount of floating debt not secured by mortgage.....	\$803,101 44
Increase since June 30, 1873.....	\$620,789 04
Amount per mile (30).....	26,770 04
Total of paid in stock and debt.....	\$1,104,296 14
Total amount per mile (30).....	36,809 87

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscriptions to stock.....	\$200,000 00
“ increase of floating debt	620,789 04
Total	<u>\$820,790 04</u>

EXPENDITURES.

Construction of new work.....	\$320,073 75
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GENERAL BALANCE SHEET, JULY 1, 1874.

LIABILITIES.

Capital stock.....	\$301,195 00
Marietta and Cincinnati Railroad Company—advances....	583,025 82
Pay-rolls.....	187 65
Due contractors on estimates and retained per cent.....	219,887 67
	<u>\$1,104,296 14</u>

ASSETS.

Railway	\$1,103,580 85
D. B. Stewart, agent	689 45
Miscellaneous items	25 84
	<u>\$1,104,296 14</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

John Waddle	Cincinnati, Ohio.
John King, Jr.	Baltimore, Md.
John Donnell Smith	“
W. T. McClintick	Chillicothe, Ohio.
W. H. Oldham	Marietta, “
Daniel B. Stewart.....	Athens, “
George Dana.....	Belpre, “
John Waddle, President	Cincinnati, Ohio.
W. E. Jones, Treasurer.....	“ “
Chas. F. Low, Secretary	“ “
E. E. Mason, Chief Engineer.....	“ “

State of Ohio, County of Hamilton, ss :

John Waddle, President of the Baltimore Short Line Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

JOHN WADDLE, *President.*

Subscribed and sworn to before me this 8th day of October, A.D. 1874.

[SEAL]

C. B. DE CAMP, *Notary Public.*

CENTRAL OHIO RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY BALTIMORE AND OHIO RAILROAD COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....		\$3,000,000 00
Par value of shares.....	\$50 00	
Amount paid in—common	2,440,400 00	
preferred	411,550 00	
Total paid in and issued		\$2,851,950 00
Increase since June 30, 1873.....	\$2,450 00	
Amount paid in per mile (137)	20,817 15	
Stockholders residents of Ohio, 355.		
Amount of stock held and owned by them June 30, 1874...	520,250 00	
No transfer office or agency out of Ohio.		

DEBT.

Funded debt, 1st mortgage 6 per cent. bonds, due September 1, 1900.....	\$2,500,000 00
Amount per mile (137).....	\$18,248 17
Total paid in stock and debt	\$5,351,950 00
Total per mile (137)	\$39,065 32

ROAD, EQUIPMENT, Etc.

Total cost.....	\$5,351,950 00
Cost per mile (137)	\$39,065 32

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Bellaire to Columbus	*137.
Aggregate of sidings, etc... ..	30.36
Total length laid with rail	167.36

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Belmont.....	31.05	5.59	36.64
Noble .....	.45	.....	.45
Guernsey	26.55	3.87	32.42
Muskingum.....	32.70	5.20	37.90
Licking county, C. O. proper	11.25	7.83	19.08
" jointly with P. C. & St. L. R'y Co....	*20.40	.....	20.40
Franklin	*12.30	7.87	20.47
Totals.....	137.	30.36	167.36

* 33 miles—Newark to Columbus—owned jointly with Pittsburgh, Cincinnati and St. Louis Railway Company.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Rental of road (as reported by lessee)	\$327,995 90
Interest on bonds, or in sinking fund	13,680 00
From all other sources of income for the year	750 37
Total	\$342,426 27

EXPENDITURES.

Interest on bonds	\$150,000 00
Dividends—rate 6 per cent. on preferred stock	24,693 00
“ “ “ common stock	146,362 50
Applied to sinking fund	29,680 00
Expense of organization	3,175 98
Incidental expenses	560 20
Total	\$354,471 68

GENERAL BALANCE SHEET JULY 1st, 1874.

LIABILITIES.

Capital stock	\$2,851,950 00
Mortgage bonds	2,500,000 00
Due to old organization	42,154 17
Unpaid bills, etc.	846 08
Profit and loss, or surplus	240,103 27
	\$5,635,053 52

ASSETS.

Construction and equipment	\$5,351,950 00
Columbus and Newark Division	2,511 12
Accounts and bills receivable	23,889 70
Baltimore and Ohio Railroad Company, account of contract	25,269 58
Trustees of sinking fund*	230,898 78
Cash	534 34
	\$5,635,053 52

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Hugh J. Jewett	Columbus, Ohio.
Joseph R. Swan	“ “
William Dennison	“ “
Walter C. Quincy	“ “
Wm. H. Clement	Morrow, “
Daniel Applegate	Zanesville, “
Isaac W. Hall	Quaker City, Ohio.
John King, Jr.	Baltimore, Md.
Joseph Rieman	“ “
Joseph W. Jenkins	“ “
Walter B. Brooks	“ “
Joseph B. Ford	Wheeling, W. Va.

* The trustees of the sinking fund hold 250 bonds of the company of \$1,000 each, \$250,000.00; less amount due on purchase of bonds, \$41.22. Value of sinking fund for redemption of bonds, \$249,958.78.

Hugh J. Jewett, President Columbus, Ohio.
 Daniel Applegate, Treasurer Zanesville, "
 William Wing, Secretary Columbus, "

State of Ohio, County of Franklin, ss.:

William Wing, Secretary of the Central Ohio Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

WM. WING, *Secretary.*

Subscribed and sworn to before me this 31st day of August, A.D. 1874.

C. T. FLOWERS, *Clerk Commissioner.*

REPORT OF BALTIMORE AND OHIO RAILROAD COMPANY, LESSEE.

CHARACTERISTICS, Etc.

RAILWAYS UNDER LEASE OR CONTRACT, EMBRACED IN THIS REPORT.

Central Ohio Railroad, single main track	137.	miles.
Aggregate of sidings and other tracks	30.36	"
Total	167.36	"

Weight of rail per yard on main track, *60-64 lbs. Gauge of road, 58 inches.

All ballasted—65 miles with stone, and 72 with gravel.

Re-ballasted since June 30, 1873, 7 miles with stone, and 2 with gravel.

RAILROADS CROSSED AT GRADE.

Marietta, Pittsburgh and Cleveland Railway at Cambridge.

Cincinnati and Muskingum Valley Railway at Zanesville.

Sandusky, Mansfield and Newark Railroad at Newark.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Not at 1 and 2; night and day at 3.

Are your time tables arranged to secure running connections with above named roads? So far as practicable.

Number of highways crossed at grade.....	105
Miles of telegraph on line of road.....	512 50
“ “ owned by company.....	137.50
Number of telegraph offices in stations on line	17
“ “ stations operated by company.....	17
“ operated jointly by railroad and telegraph company	9

* 72 lbs. on heavy curves.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges.

Wood, 62; aggregate length	4,807.5 feet.	
Iron, 4; " "	768 "	
	<hr/>	5,575.5 feet.

Greatest age—wood, 21 years; iron, 21 years.

Tunnels.

Stone, 3; aggregate length	1,196 feet.	
Wood, 2; " "	757 "	
	<hr/>	1,953 feet.

Stations, etc.

Passenger and freight, combined, 37.

Water, 17.

Engine-houses, 4.

Shops for construction and repairs, 4.

Fencing.

Miles of fencing, 244.60.

Miles built within the year ending June 30, 1874, 18; cost per rod, \$1.40.

Miles unfenced [both sides], 28.60.

Reasons why not completed: On streams, and where landowners have assumed duty of fencing.

EQUIPMENT.

Locomotives.....	38	Average weight (including tenders)...	98,000 lbs.
Express, mail and baggage cars.	23	" "	19,000 "
Passenger cars.....	27	" "	24,000 "
Drawing-room and sleeping cars	4	" "	54,000 "
Freight cars.....	1,410	" "	18,000 "
Other cars.....	29	" "	14,000 "

NOT OWNED BY LESSEE (INCLUDED ABOVE).

Sleeping cars, 4, owned by Pullman Palace Car Co.

Average number of cars, including baggage cars in passenger trains, 4.

Average number of cars in freight trains, 22.

Brake in use on passenger cars: Loughbridge Air Brake.

Method of bridging between passenger cars: Movable platform or bridge.

Method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Passenger cars by air-tight wood stoves; sleeping cars by hot-water pipes. Water heated by Baker's Patent Safety Coal Stoves.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 1,290.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 30 to 35 miles; average rate, including stops, 26 miles.

Mail and accommodation—highest rate allowed, 25 to 30 miles; average rate, including stops, 23 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 10 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried ($1\frac{1}{2}$ miles, no charge less than 20 cts.)	13.50 cts.	.....
" more than 8 and less than 30 miles	4.17 "	.....
" more than 30 and less than 100 miles	3.50 "	.....
" the whole length of the main road	3.33 "	.....
" through passengers	2 "	1 25 cts.

There is no addition to ticket rates if fare is paid on trains.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on your road : For seat, \$1.00 ; berth, \$2.00 ; section, \$4.00 ; state-room, \$6.00.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (— miles)	2 00 cents.	1.40 cents.
" more than 5 and less than 30 miles	13 "	07 "
" more than 30 and less than 100 miles	07 "	04.25 "
" the whole length of the main road	06 "	01.20 "
" through freight	04 "	0.80 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

Adams Express Company. October 1 to May 1, \$100 per day ; May 1 to October 1, \$80 per day. Excess in weight over 6,000 pounds westward, or 4,000 pounds eastward, from May 1 to October 1, and over 14,000 pounds westward, and 4,000 pounds eastward, from October 1 to May 1, at 50 cents per 100 pounds.

Name and P. O. address of the principal agent or officer in Ohio :

J. H. Rhodes, Cincinnati.

No freight or transportation companies run on the road. The company own and control their own fast freight lines.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

[Length in miles and decimals.]

New iron rail—weight, 64 lbs per yard	16.11	
Rerolled iron, " 60 " "	19.29	
Spliced and mended iron	4.01	
		39.41

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	308,166	
" freight trains	669,547	
" construction and other trains	46,485	
Regulating engines in yards	270,125	
		1,294,323

Cars.

Passenger	707,312	
Express and baggage	413,181	
Freight	6,899,664	
Caboose	344,978	
In construction and other trains.....	166,411	
Empty cars.....	1,632,090	
	<hr/>	10,163,636

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal		\$95 00
“ “ to employes, “ “		2,483 00
“ “ to others, “ “		70 00
“ loss and damage of goods and baggage.....		6,331 55
“ animals killed: 8 horses.....	\$40 00	
1 mule.....		
31 cattle.....	112 50	
42 sheep	45 00	
	<hr/>	\$197 50

FUEL CONSUMED.

Wood, 2,976 cords; cost, \$8,998. Coal, 40,224 tons; cost, \$56,313.60.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	212,123
Average number carried in each car per trip	11
Total mileage, or number carried one mile.....	7,944,785
Average number of miles traveled by each	37.45
“ amount received for each.....	\$1 20.06
“ amount per mile received for each	03.207

Freight.

Tons carried	543,522
Average tons in each car per trip.....	6.63
“ tons in each loaded car per trip.....	8.67
Total movement, or tons carried one mile.....	45,813,729
Average amount received for each ton	\$1 14.
“ amount per mile received for each	01.352

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal.....	93,955	17.29
Stone, lime, sand, etc.....	7,799	1.44
Ores.....	31,734	5.84
Pig and bloom iron.....	4,751	.87
Railroad iron (iron and steel rails)	926	.17
Nails	32,169	5.92
Lumber and other forest products.....	35,666	6.56
Live stock	22,090	4.06
Grain.....	92,439	17.01
Flour.....	20,052	3.69
Provisions (beef, pork, lard, etc.)	13,326	2.45
Miscellaneous	188,615	34.70
Total.....	543,522	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
From passengers	\$254,672 27
“ freight transportation	619,557 60
“ mail	24,128 12
“ express	38,123 91
“ all other sources of income, including rents, etc.....	649 16
Total earnings.....	<u>\$937,131 15</u>

OPERATING EXPENSES.	
Maintenance of way and structures	\$231,027 34
Maintenance of cars	111,312 96
Motive power	174,983 38
Conducting transportation.....	261,691 42
General expenses—	
Taxes.....	\$24,784 63
Other general expenses	8,462 80
	<u>33,247 43</u>
Total operating expenses, being 86.63 per cent. of earnings	<u>812,232 53</u>
Net earnings	\$124,868 62

AMOUNTS PER MILE, 137 OPERATED.

Earnings	\$6,840 37
Operating expenses.....	5,928 92
Net earnings	911 45

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Rental—35 per cent. of gross earnings.....	\$327,995 90
Less net earnings.....	<u>124,868 62</u>
Actual deficit to lessee.....	\$203,127 28

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 31, 1873. John Lyons, track laborer, fatally injured near Pataskala by falling from hand-car; died next day; want of caution.

August 7, 1873. Patrick Monahan, yard switchman, fatally injured at Bellaire; fell from car and one truck passed over him; died same day; want of caution.

December 1, 1873. Thomas Tracey, tunnel watchman at Cambridge, supposed to have been killed by a car which became detached from a passenger train; want of caution.

December 14, 1873. Daniel Cooper, engineer, Columbus; killed by explosion of engine 508. P. Egan, coroner. The fireman and two others were slightly injured by this explosion.

January 5, 1874. John Merrill, freight brakeman, climbing on car in motion, slipped and had his toes mashed; want of caution.

March 14, 1874. Thomas Yates, yard switchman, Zanesville, injured; in attempting to get on front of engine while in motion, slipped and part of foot was crushed; want of caution.

May 17, 1874. George Hahn, engineer, and Washington Nevitt, fireman, at Neff's siding; both killed by a collision.

May 21, 1874. D. Stafford, a foot traveler, near Black Hand Station, injured; fell in attempting to get on freight train and had leg crushed; his own fault.

RECAPITULATION.

Killed—Employees—From causes beyond their control	3	
“ misconduct or want of caution	3	
Total		6
Injured—Employees—From causes beyond their control	3	
“ misconduct or want of caution	2	
Others—On track and trespassing	1	
Total		6

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

John W. Garrett, President	Baltimore, Md.
Jno. King, Jr., Vice President	“ “
Wm. T. Thelin, Auditor	“ “
W. H. Ijams, Treasurer	“ “
Wm. Wing, Cashier	Columbus, Ohio.
W. C. Quincy, General Superintendent	“ “
A. D. Smith, Assistant Auditor	“ “
John C. Davis, Master Mechanic	Baltimore, Md.
James L. Randolph, Chief Engineer	“ “
L. M. Cole, General Ticket Agent	“ “
N. Guilford, General Freight Agent	“ “
Benjamin Williams, Purchasing Agent	“ “

State of Ohio, County of Franklin, ss :

W. C. Quincy, General Superintendent of the Central Ohio Division of the Baltimore and Ohio Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said Division from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

[Signed.]

W. C. QUINCY, *General Superintendent.*

Subscribed and sworn to before me, this 10th day of November, A. D. 1874.

[SEAL.]

W. P. LOOFBOURROW, *Notary Public.*

CHICAGO AND ATLANTIC RAILWAY COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION.]

PROPOSED LINE—GIVING TERMINAL POINTS.

From Chicago, Illinois, via Kenton, Ohio, to north-east corner of Unity township, Columbiana county, Ohio, 432 miles. Length graded not laid with rail; between Marion and Kenton, 26 miles.

In August, 1873, this company contracted with the Western Railway Construction Company, to obtain right of way, construct and equip the Chicago and Atlantic Railway, from Marion, Ohio, to Chicago, Illinois, on the following terms, viz: That company to receive for total distance \$7,000,000 of the first mortgage bonds and \$5,250,000 in capital stock of this company, together with all subsidies obtained along the line, said payments to be made in pro rata amounts, as each consecutive ten miles is completed and ready for operation.

The progress made and work done under said contract, as reported by that company, is given in construction account.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

Right of way, reported by contractor	\$34,000 00
Civil engineering, " "	17,500 00
Grading and masonry, reported by contractor.....	21,994 00
Timber and ties, " "	11,350 00
Contingent expenses of company.....	9,346 72
Total	<u>\$94,190 72</u>

The principal part of the stock in Ohio is conditional notes in custody of parties, payable, and to be delivered when the road is completed.

The most of our resources in Indiana consists of voted aid, which, by statute, is conditioned to be paid as the work progresses.

The amount of liabilities cannot be given, because the company let the construction of the road to a construction company, who commenced work last fall and suspended in the early part of last winter, and no settlement has been had with said company.

CAPITAL STOCK.

Amount authorized	\$7,000,000 00
Amount subscribed	429,500 00
Par value of shares.....	100 00
Total amount paid in and issued—common	\$235,000 00
Amount of floating debt ["contingent expenses"]	9,346 72

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Geo. J. Bippus	Huntington, Ind.
Jos. W. Purviance	" "
L. T. Hunt	Kenton, Ohio.
Thomas Espy	" "
John Studabaker	Bluffton, Ind.
Isaac B. Hymer	North Manchester, Ind.
John G. Earl	Hobart, Ind.
Geo. H. Shuefeldt	Chicago, Ill.
Wm. H. Park	" "
Geo. J. Bippus, President	Huntington, Ind.
L. T. Hunt, Vice President	Kenton, Ohio.
James N. Hill, Treasurer	Dubuque, Iowa.
L. P. Mulligan, Secretary	Huntington, Ind.
Geo. Paul, Chief Engineer	Kenton, Ohio.

State of Indiana, County of Huntington, ss:

Geo. J. Bippus, President of the Chicago and Atlantic Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

[Signed.]

GEO. J. BIPPUS, *President.*

Subscribed and sworn to before me, this 24th day of August, A. D. 1874.

[SEAL.]

JOHN S. ALEXANDER, *Notary Public.*

CHICAGO AND CANADA SOUTHERN RAILWAY COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION.]

PROPOSED LINE—GIVING TERMINAL POINTS.

From Trenton, Michigan, to Chicago, Illinois.....	252	Miles.
Length graded not laid with rail—between Fayette, Ohio, and Chicago...	34.50	"

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:	
This road was in process of construction under a contract, but at the time of the panic in 1873 work was suspended. The contractors have been paid for work done and materials furnished, including right of way and equipment.....	\$4,934,000 00

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$10,000,000 00
Amount subscribed.....	2,467,000 00
Par value of shares.....	100 00
Amount paid in—common.....	\$2,467,000 00
Increase since June 30, 1873.....	909,699 93
Stockholders, residents of Ohio, 5.	
Amount of stock held and owned by them June 30, 1874 ..	50,000 00
Location of transfer office or agency out of Ohio—New York.	
Number of shares transferred within the year at such office, 5,799.	

DEBT.

Funded debt \$8,000,000, 1st mortgage 7 per cent. bonds, due April, 1902—issued.....	\$2,467,000 00
Increase since June 30, 1873.....	\$1,067,000 00
Amount of floating debt—not secured by mortgage.....	None.
Decrease since June 30, 1873.....	55,699 93
Total increase of debt since June 30, 1873.....	1,011,300 07
Total amount of paid in stock and debt.....	\$4,934,000 00

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Single main track from Trenton, Michigan, to Fayette, Ohio...	67.	*1.50
Aggregate of sidings, etc.....	3.	.50
Total length laid with rail.....	70.	2.

* Reported as 4 miles in 1873 —COMMISSIONER.

Length in Ohio all in Fulton county.	
Weight of rail per yard, on main track.....	60 pounds.
Gauge of road	56½ inches.
Road in Ohio all ballasted with sand.	

BRIDGES, TRESTLES, ETC., IN OHIO.

No bridges.

Number of trestles, 14; aggregate length, 216 feet; greatest age, 2 years.

The road is all fenced in Ohio.

EQUIPMENT.

Locomotives.....	17	Average weight (including tenders) ..	60,000 lbs.
Express and baggage cars	1	“ “	20,000 “
Passenger cars	1	“ “	32,000 “
Freight cars ..4.....	350	“ “	20,000 “

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.*

RECEIPTS.

From subscriptions to stock	\$909,699 93
From sale of bonds not heretofore issued	1,067,000 00
Total	\$1,976,699 93

EXPENDITURES.

Floating debt liquidated.....	\$55,699 93
Construction of new work.....	854,000 00
Total	\$909,699 93

GENERAL BALANCE SHEET JULY 1st, 1874.

LIABILITIES.

Capital stock	\$2,467,000 00
First mortgage bonds.....	2,467,000 00
	\$4,934,000 00

ASSETS.

Construction	\$4,934,000 00
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NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

M. Courtright.....	Erie, Penn.
J. W. Converse	Boston, Mass.
Sidney Dillon	New York City.
Chester Warner	Chicago, Ill.
David Dows.....	New York City.
John Ross	“ “
N. Kingsmill	Toronto, Ontario.
E. A. Wickes.....	New York City.
Wm. L. Scott	Erie, Penn.

POST-OFFICE ADDRESS.

..... President	
E. A. Wickes, Vice-President.....	New York City.

* By comparison with 1873 report.—COMMISSIONER.

L. D. Rucker, General Manager St. Thomas, Ont.
 C. W. Winslow, General Accountant " "
 Benjamin F. Ham, Treasurer and Secretary New York City.

State of New York, City and County of New York, ss :

E. A. Wickes, Vice-President of the Chicago and Canada Southern Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said Company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

[Signed]

E. A. WICKES, *Vice-President.*

Subscribed and sworn to before me this 31st day of October, A. D. 1874.

[SEAL]

ALFRED TAYLOR, *Notary Public.*

CINCINNATI AND BALTIMORE RAILWAY COMPANY.

[ROAD ALL IN OHIO—LEASED TO MARIETTA AND CINCINNATI RAILROAD COMPANY.]

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

Right of way	\$236,487 10
Civil engineering	17,351 50
Grading and masonry	765,603 23
Bridges	81,526 37
Superstructures	27,000 34
Timber and ties	23,390 48
Iron rails, chairs and spikes	144,982 97
Fencing	1,923 39
Passenger and freight stations	11,517 05
Other buildings and fixtures	5,832 74
Interest and discount	138,908 21
Contingent expenses	22,697 81
Additional sidings	20,601 10
Storrs' Branch—right of way	26,675 00
" masonry	10,835 82
" contingent	2,123 28
Total	\$1,538,056 39
Cost per mile, (5.60)	\$274,652 94

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$800,000 00	
Amount subscribed	749,900 00	
Par value of shares	50 00	
Total amount paid in and issued—common		747,355 00
Increase since June 30, 1873	54,350 00	
Amount paid in per mile, (5.60)	133,456 25	
Stockholders, residents of Ohio, 38.		
Amount of stock held and owned by them June 30, 1874 ...	641,060 00	
No transfer office or agency out of Ohio.		

DEBT.

Funded debt: 1st mortgage 7 per cent. bonds, due January, 1900		322,000 00
Increase since June 30, 1873	\$7,000 00	
Amount of floating debt—not secured by mortgage		528,914 87

Increase since June 30, 1873	\$131,858 90
Total debt, funded and floating	850,914 87
Increase since June 30, 1873	133,858 90
Amount per mile, (5.60)	151,949 08
Total of paid-in stock and debt	<u>\$1,593,269 87</u>
Total amount per mile, (5.60)	225,405 33
Value of real estate owned by company, exclusive of road-way	116,657 82

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals]

Single main track from Cincinnati, Hamilton and Dayton Railroad crossing to upper crossing at Mill Creek	5.60
Double main track	5.60
Aggregate of sidings, etc	3.48
Total length laid with rail	<u>14.68</u>

All in Hamilton county.

Weight of rail per yard on main track, 60.64 pounds; gauge of road, 56½ inches.

Road all ballasted with gravel.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Subscriptions to stock	\$54,350 00
Sale of bonds not heretofore issued	7,000 00
Increase of floating debt	131,858 90
For rent of road (as reported by lessee)	77,383 62
Sales of real estate	1,550 00
Total	<u>\$272,142 52</u>

EXPENDITURES.

Interest on bonds	22,540 00
Dividends, due November 1, 1873	27,410 73
“ May 1, 1874	27,432 89
Construction of new work	194,758 90
Total	<u>\$272,142 52</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock paid in	\$747,355 00
First mortgage bonds authorized, \$500,000, less in hands of financial agent, \$178,000	322,000 00
Marietta and Cincinnati Railroad Company, advances	302,052 13
Baltimore and Ohio Railroad Company, “	158,963 56

Mar. and Cin. R. R. Co., advances account Storrs' Branch...	\$16,892 05	
Ohio and Miss. R'y Co. " " ...	16,791 17	
Bills payable	29,766 69	
R. Garrett and Sons, financial agents	4,444 27	
		\$1,598,269 87

ASSETS.

Railway and appurtenances	\$1,498,422 29	
Storrs' Branch	39,634 10	
Real estate	46,657 82	
Bills receivable, account real estate	13,555 66	
		\$1,598,269 87

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
W. T. McClintick	Cincinnati, Ohio.
John King, Jr.	Baltimore, Md.
J. Donnell Smith	"
R. Garrett	"
W. W. Scarborough	Cincinnati, Ohio.
Kenner Garrard	"
W H. Oldham	Marietta, Ohio.
W. T. McClintick, President	Cincinnati, Ohio.
W. E. Jones, Treasurer	"
Chas. F. Low Secretary	"
John Waddle, Chief Engineer	"

State of Ohio, County of Hamilton, ss:

William T. McClintick, President of the Cincinnati and Baltimore Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affair thereof on the 30th day of June, A.D. 1874.

(Signed)

WILLIAM T. MCCLINTICK, *President.*

Subscribed and sworn to before me, this 8th day of October, A.D. 1874.

[SEAL]

C. B. DECAMP, *Notary Public*

CINCINNATI AND GREAT NORTHERN RAILROAD COMPANY.

This company has never made any report to the Commissioner. It has no iron laid upon its contemplated line, and no work has been done upon it, with the exception of a few surveys, for the past ten years. Prior to that time about fifty miles of this contemplated line of road was graded from Greenville to Van Wert by the old Cincinnati and Mackinaw Railroad Company.¹ That company having failed, the road was sold, and has become the property of this company.

PROPOSED LINE, GIVING TERMINAL POINTS.

From Cincinnati via Greenville and Van Wert to Pioneer, Williams county, all in Ohio, 186 miles.

Nothing has been paid for right of way, only what was paid by the old Cincinnati and Mackinaw Railroad Company from Greenville to Van Wert. The books show no expenditures for civil engineering.

CAPITAL STOCK.

Amount authorized	\$4,000,000 00	
Par value of shares.....	\$50 00	
Amount issued*—common		\$441,000 00

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
James T. Brady	Pittsburgh, Pa.
Jackson Duncan	"
A. A. McCarty.....	"
George G. Roberts	"
W. A. Weston	Greenville, Ohio.
George W. Moore.....	"
L. N. Keating	Hillsdale, Mich.
A. S. Latty	Defiance, Ohio.
F. C. LeBlond	Celina, Ohio.
Davis Johnson	Van Wert, Ohio.
John A. Humbird	Hudson, Wis.
John A. Humbird, President	Hudson, Wis.
James T. Brady, Vice-President	Pittsburgh, Pa.
Jackson Duncan, Treasurer.....	"
W. A. Weston, Secretary	Greenville, Ohio.

* For road-bed.

State of Ohio, County of Darke, ss :

W. A. Weston, Secretary of the Cincinnati and Great Northern Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

W. A. WESTON, *Secretary.*

Subscribed and sworn to before me this 22d day of August, A.D. 1874.

[SEAL.]

D. H. R. JOBES, *Notary Public.*

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

[Road all in Ohio. This company also operates the Cincinnati, Hamilton and Indianapolis, the Cincinnati, Richmond and Chicago, and the Dayton and Michigan Railroads, keeping the accounts, however, separate, and making separate reports for each line.]

LINE OPERATED.

[Length in miles and decimals.]

From Cincinnati to Dayton.....	59 927
Double main track	9 216
Constructed double gauge	25 061
Aggregate of sidings and other tracks.....	26 941
	<u>61.218</u>
Total length of track laid with rail	121.145

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$3,500,000 00
Par value of shares.....	100 00
Total paid in and issued, common.....	\$3,500,000 00
Amount paid in per mile (60)	58,333 33
Stockholders residents of Ohio.....	415
Amount of stock held and owned by them June 30.....	\$2,990,000 00
No transfer office or agency out of this State.	

DEBT.

First mortgage 7 per cent. bonds, due May, 1880.....	\$1,250,000 00
Second " 7 " July, 1885	500,000 00
Third " 8 " June, 1877	500,000 00
Amount of funded debt.....	\$2,250,000 00
Increase since June 30, 1873.....	100,000 00
Amount of floating debt not secured by mortgage.....	668,013 16
Decrease since June 30, 1873 [compared with report as printed]	86,185 79
Total debt, funded and floating	2,918,013 16
Increase since June 30, 1873.....	13,814 21
Amount per mile (60)	48,633 55
Total paid-in stock and debt	<u>\$6,418,013 16</u>
Total amount per mile (60)	\$106,966 88

COST OF ROAD, EQUIPMENT, Etc.

Right of way	\$128,768 69	
Construction	3,845,886 04	
Equipment	1,127,250 96	
Other items of cost not included in above	400,658 29	
		\$5,502,563 98
Cost per mile (60)	\$91,709 40	
Value of real estate owned by company, exclusive of road-way	620,000 00	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals]

Single main track from Cincinnati to Dayton	59.927
Double main track	9.216
Constructed double gauge	85.061
Aggregate of sidings, etc., not above enumerated	26.941
Total length laid with rail	181.145

Distributed into counties as follows :

	Hamilton.	Butler,	Warren.	Montgomery.	Total.
Single main track	17.488	24.127	3.721	14.591	59.927
Double main track	9.216				9.216
Double gauge—single track	17.488	24.127	3.721	14.591	85.061
“ double “	9.216				
“ sidings	7.655	5.600	.616	2.047	
Single track sidings	10.427	11.416	.616	4.482	26.941
Totals	71.490	65.270	8.674	35.711	181.145
Steel rail in use					24.50

Weight of rail per yard on main track, 60 pounds. Gauge of road, double—58 and 72 inches.

Road all ballasted with gravel.

RAILROADS CROSSED AT GRADE.

Cincinnati and Baltimore Railway, at Cincinnati.

Cincinnati and Springfield Railway, at Dayton.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time tables arranged to secure running connections with above named roads? No.

Number of highways crossed at grade, 105.

Miles of telegraph on line of road, 460.

“ “ owned by company, 60.

Number of telegraph offices in stations on line, 18.

“ “ stations operated by company, 10.

“ operated jointly by railroad and telegraph company, 8.

BRIDGES, STATIONS, ETC.

Bridges.

Wood bridges, 15; aggregate length, 3,465 feet; greatest age, 16 years.

Stations, etc.

Passenger, 5; freight, 5; combined, 18; total, 28.

Water, 4; fuel, 1; combined, 4; total, 9.

Engine-houses, 2; value \$30,000.

Shops for construction and repairs, 1.

Fencing.

Road all fenced.

EQUIPMENT.

	Number.	Average weight.	Average co
Locomotives.....	35	*55,000 lbs.	*\$13,202 46
Express and baggage cars	13	30,000 "	1,781 60
Passenger cars.....	28	34,000 "	3,270 00
Drawing-room and sleeping cars.....	6 [including C. R. & C. and D. & M. roads.		
Freight cars.....	517	16,800 lbs.	\$712 36
Caboose cars.....	12	17,000 "	1,633 05
Hand cars	24	500 "	105 00

EQUIPMENT NOT OWNED BY COMPANY.

Drawing-room and sleeping cars, 6. Owned by Pullman Palace Car Company.

State terms: No contract with owners; nor does our company receive any mileage for the service rendered.

Average number of cars, including baggage cars, in passenger trains, 5.

Average number of cars in freight trains, 28.

Brake in use on passenger cars: Ordinary hand-brake.

Method of bridging between passenger cars: Miller's patent coupler and platform.

Method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Wood and coal.

Means of lighting same: Oil and candles.

Total number of persons employed in operating the road, 1,015.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed. Not limited.

Average rate, including stops..... 28 miles.

Main and accommodation—highest rate allowed. Not limited.

Average rate, including stops..... 23 "

Freight trains—highest rate allowed..... 12 "

Average rate, including stops..... 10 "

* Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :*

For the shortest distance carried (1 mile)	10	cents.
" more than 8 and less than 30 miles	3	"
" more than 30 and less than 100 miles	3	"
" the whole length of the main road	2.83	"
" through passengers	2.50	"

No addition to ticket rates if fare is paid on trains.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on the road :

For berth, \$2.00 ; section, \$4.00.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried	20 cents.	10 cents.
" more than 5 and less than 30 miles	7 "	4 "
" more than 30 and less than 100 miles	5 "	3.33 "
" the whole length of the main road	5 "	3.33 "
" through freight	4.29 "	1.43 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

American Express, Cincinnati to Hamilton ; United States. Cincinnati to Dayton.

State terms as to rates, use of track, machinery, repair of cars, etc.

American Express Company \$7.50 per day for 4,000 pounds north and 2,000 pounds south, and 15 cents per 100 pounds excess.

United States Express Company \$100 per day between Cincinnati and Toledo, for 10,000 pounds of through freight daily, and 90 cents for excess, apportioned to C. H. & D. and D. & M. companies according to tonnage carried on each road.

Name and post-office address of the principal agent or officer of each.

American Express, Frank Clark, Cincinnati.

United States Express, C. S. Cone, Toledo.

What freight, transportation and other special lines run on your road ?

None ; nor do we have any contract with any freight or transportation company.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

[Length in miles and decimals.]

New iron rail (weight 60 lbs. per yard)	4.034	
Re-rolled iron	13.730	
Steel rail	2.	
		19.764

* Nearly uniform for all distances. Lowest for commuters on yearly tickets—less than 3-5 of a cent per mile for round trip.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	326,656	
“ freight trains	282,796	
“ construction and other trains	65,916	
	<hr/>	675,368

Cars.

Passenger	1,011,552	
Express and baggage	416,753	
Freight and caboose	4,734,159	
In construction and other trains	397,044	
Empty cars	906,540	
	<hr/>	7,466,048

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$3,200 00
“ “ to employees “ “	1,414 45
“ loss and damage of goods and baggage	2,542 88
“ animals killed—1 horse	\$35 00
2 cattle	40 00
	<hr/>
	75 00

FUEL CONSUMED.

Wood, 12,122 cords; cost, \$52,124.60. Coal, 14,824 tons; cost, \$43,603.18.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	659,485
Average number carried in each car per trip	18
Total mileage, or number carried one mile	11,215,268
Average number of miles traveled by each	17
“ amount received for each	\$0.43 94
“ amount per mile received for each	02.584

Freight.

Tons carried—Through	203,802	
Local	422,920	
	<hr/>	626,722
Average tons in each loaded car per trip		8
Total movement, or tons carried one mile		22,361,067
Average amount received for each ton		\$0.89.44
“ amount per mile received for each		02.507

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	55,896	8.
Stone, lime, sand, etc	18,645	3.
Petroleum	5,594	1.
Ores	1,304	.25
Pig and bloom iron	14,124	2.
Railroad iron (iron and steel rails)	1,474	.25
Other iron and castings	8,572	1.50
Lumber and other forest products	107,085	17.

	Tons.	Per cent.
Live stock	78,670	14.
Grain	79,945	14.
Other agricultural products	16,755	2.
Flour	17,587	2.50
Provisions (beef, pork, lard, etc.)	10,341	1.50
Manufactures, including agricultural implements	54,870	8.
Merchandise	20,772	3.
Miscellaneous	129,777	21.
Supplies for company's use	5,311	1.
Totals	626,722	100.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—		
Through	\$31,587 48	
Local	253,225 57	
		\$289,813 05
From freight transportation—		
Through	\$96,406 15	
Local	464,192 10	
		560,593 25
From mail		10,062 30
“ express		14,520 68
“ all other sources of income, including rents, etc.		196,638 62
Total earnings		\$1,071,682 90

OPERATING EXPENSES.

Maintenance of way and structures	\$208,080 83	
Maintenance of cars	63,369 34	
Motive power	213,518 25	
Conducting transportation	155,633 46	
General expenses—		
Taxes	\$59,895 97	
Other general expenses	60,697 52	
		120,593 49
Total operating expenses, being 71.03 per cent. of earnings		761,195 42
Net earnings		\$310,487 48

AMOUNTS PER MILE (60) OPERATED.

Earnings	\$17,861 38
Operating expenses	12,686 59
Net earnings	5,174 75

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of bonds not heretofore issued \$100,000 00

PAYMENTS.

Interest on bonds.....	162,500 00
Advances to Cincinnati, Richmond and Ft. Wayne Railroad.....	16,585 00
“ Cincinnati, Richmond and Chicago Railroad.....	10,522 35
“ Dayton and Michigan Railroad	26,136 30
“ Cincinnati, Hamilton and Indianapolis Railroad.....	472,503 90
Total	<u>\$688,247 55</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock.....	\$3,500,000 00
1st mortgage bonds.....	1,250,000 00
2d “ “	500,000 00
3d “ “	500,000 00
Surplus earnings.....	961,282 80
Interest on bonds	112,536 36
Dividends unpaid	27,968 05
Railroad and individual ledger.....	138,081 63
Bills payable.....	668,013 16
Profit and loss.....	540 80
	<u>\$7,658,422 80</u>

ASSETS.

Construction.....	\$3,974,654 73
Equipment	1,127,250 96
Real estate.....	411,968 29
Wood and material for repairs	145,925 53
Bills receivable.....	6,217 45
Stocks and bonds.....	314,996 18
D. McLaren, trustee.....	83,618 96
Cincinnati, Richmond and Ft. Wayne Railroad.....	49,032 43
Cincinnati, Richmond and Chicago Railroad.....	52,396 05
Dayton and Michigan Railroad.....	414,910 73
Cincinnati, Hamilton and Indianapolis Railroad	994,956 65
Cash and cash assets	82,494 84
	<u>\$7,658,422 80</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 23, 1873. Arthur Buck, brakeman, Cincinnati, injured; hand crushed while coupling cars; want of caution.

August 2, 1873. M. C. Thacker, brakeman, Cincinnati, injured; hand crushed while coupling cars; want of caution.

August 19, 1873. Emma King, Cumminsville, killed; walking on track; struck by engine; her own fault.

August 29, 1873. James Galligan, employe of Longview Asylum, Lockland, killed; struck by engine while crossing track; his own fault.

September 4, 1873. Old German woman, inmate of county infirmary, name unknown, walking on track at Hartwell, killed; supposed to be deaf; struck by engine; her own fault.

September 4, 1873. Peter Lawson, Hamilton, killed in attempt to jump on moving train; his own fault.

November 4, 1873. Adam Fath, Hamilton, killed; walking on track; struck by engine; his own fault.

November 4, 1873. E. McGuire, brakeman, Hamilton, injured; hand crushed while coupling cars; want of caution.

November 17, 1873. J. Moore, brakeman, injured; hand crushed while coupling cars; want of caution.

December 8, 1873. W. Coon, brakeman, Cincinnati, injured; arm crushed while coupling cars; want of caution.

December 23, 1873. Mrs. Reigley, Cincinnati, injured; foot crushed while walking on track; her own fault.

December 27, 1873. J. W. Miamson, switchman, Cincinnati, injured; arm crushed while switching cars; want of caution.

January 1, 1874. J. Carnahan, passenger, Spring Grove, injured; arm broken by collision of trains; not his fault.

January 1, 1874. M. Myers, passenger, Spring Grove, injured internally by collision of trains; not his fault.

February 2, 1874. M. McDonough, warehouseman, Hamilton, injured; ankle dislocated by fall from top of car; want of caution.

March 11, 1874. P. Hursey, switchman, Cincinnati, injured; fingers crushed while coupling cars; want of caution.

March 13, 1874. B. Stranthman, switchman, Cincinnati, injured; arm crushed while coupling cars; want of caution.

May 11, 1874. E. Grover, brakeman, Jones's Station, killed; foot slipped while setting brakes, was thrown violently from train; beyond his control.

June 1, 1874. John Keifner, Cumminsville, killed; driving cattle from track, run over by train; lost his life endeavoring to prevent an accident.

RECAPITULATION.

Killed—Employees—From causes beyond their control	1
Others—On track and trespassing	6
Total	7
Injured—Passengers—From causes beyond their control.	2
Employees—From misconduct or want of caution	9
Others—On track and trespassing	1
Total	12

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
F. H. Short	Cincinnati, Ohio.
C. W. West	" "
Oliver Perin	" "
S. Fosdick	" "
Geo. T. Stedman	" "
H. D. Huntington.....	" "
Henry Lewis.....	" "
F. H. Short, President.....	Cincinnati, Ohio.
C. W. West, Vice-President.....	" "
C. B. Marsh, Treasurer and Secretary.....	" "
Lewis Williams, General Superintendent	" "
James Eckford, Master Mechanic	" "
Samuel Stevenson, General Ticket Agent.....	" "
J. R. Reed, General Freight Agent	" "
P. Hickey, Purchasing Agent	" "

State of Ohio, County of Hamilton, ss :

F. H. Short, President of the Cincinnati, Hamilton and Dayton Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

F. H. SHORT, *President.*

Subscribed and sworn to before me, this 31st day of August, A.D. 1874.

[SEAL.]

J. McL. EWING, *Notary Public.*

CINCINNATI, HAMILTON AND INDIANAPOLIS RAILROAD. COMPANY.

[Road formerly known as the "Junction (Cincinnati and Indianapolis) Railroad."
Operated by the Cincinnati, Hamilton and Dayton Railroad Company.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Hamilton, Ohio to Indianapolis, Indiana.....	98.200
Aggregate of sidings and other tracks.....	7.691
Total length of track laid with rail.....	105.891

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,500,000 00
" paid in and issued, nothing.....	

DEBT.

Funded debt, 1st mortgage 7 per cent. bonds, due January, 1903	\$1,846,000 00
Increase since June 30, 1873.....	\$7,600 00
Amount of floating debt, not secured by mortgage	994,956 75
Increase since June 30, 1873.....	472,504 00
Total debt, funded and floating.....	\$2,840,956 75
Increase since June 30, 1873	480,104 00
Amount per mile, (98.20)	28,839 31
Proportion for Ohio, (19 miles).....	549,675 89

COST OF ROAD, EQUIPMENT, Etc.

Amount paid on account of purchase.....	\$1,910,253 95
Cost per mile, (98.20).....	\$19,452 69
Proportion for Ohio (19 miles).....	369,601 11
Value of real estate owned by Company, exclusive of road- way	80,000 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Single main track from Hamilton, Ohio, to Indianapolis, Indiana ...	98.200	19.
Aggregate of sidings, etc	7.691	.907
Total length laid with rail.....	105.891	19.907
Length in Ohio—all in Butler county.		

Weight of rail per yard, on main track 60 lbs; gauge of road 53 inches.

Road in Ohio all ballasted with gravel.

Ballasted since June 30, 1873, 3 miles.

No railroads crossed at grade in Ohio.*

Number of highways crossed at grade, in Ohio	33
Miles of telegraph on line of road	200
“ “ owned by company	100
Number of “ offices in stations on line	13
“ “ stations operated by company	4
“ operated jointly by railroad and telegraph company	9

BRIDGES, TRETTLES, ETC., IN OHIO.

Bridges.

Wood bridges 3; aggregate length 989 feet; greatest age 17 years. Two were built within the year ending June 30, both Howe Truss: designated as No. 2, 678, and No. 3, 138 feet in length.

Number of trestles, 2; aggregate length, 143 feet; greatest age, 5 years.

Stations, etc.

Passenger, 4; passenger and freight combined, 4; total 8.

Water, 2; fuel, 1; total, 3.

Engine-house, 1; value, \$1,000.

Fencing.

No fencing except by owners of lands.

Reasons: Want of means

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	19	*56,000 lbs.	*\$14,180 00
Express and baggage cars	6	33,000 “	2,125 60
Passenger cars	9	33,000 “	5,400 00
Freight cars	435	17,000 “	650 00
Caboose cars	5	17,000 “	800 00
Hand cars	17	500 “	125 00

Average number of cars, including baggage cars, in passenger trains, 3.

Average number of cars in freight trains, 22.

Brake in use on passenger cars: Ordinary hand brake.

Method of bridging between passenger cars: Miller's patent platform.

Method of heating passenger cars run on the road: Wood.

Means of lighting same: Candles.

Total number of persons employed in operating the road, entire line, 445; proportion for Ohio 89.

SPEED OF TRAINS PER HOUR.

Express passenger, highest rate allowed, no limit.

Average rate, including stops 23 miles |

Mail and accommodation, highest rate allowed, no limit.

Average rate, including stops 23 “ |

Freight trains, highest rate allowed 15 “ |

Average rate including stops 10 “ |

*Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	15 cents.	2 cents
“ more than 8 and less than 30 miles.....	4 “	2 “
“ more than 30 and less than 100 miles.....	4 “	2 “
“ the whole length of the main road in Ohio	3 “	2 “
“ through passengers	3 “	2 “

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	20 cents.	10 cents.
“ more than 5 and less than 30 miles.....	7 “	4 “
“ more than 30 and less than 100 miles.....	5 “	3.33 “
“ the whole length of the main road in Ohio.....	5 “	3.33 “
“ through freight.....	4.28 “	1.43 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

The United States, at \$14 per day for messenger carrying 1000 lbs. Excess 33 $\frac{1}{3}$ cents per 100 lbs.

Name and post-office address of the principal agent or officer in Ohio, C. S. Cone, Toledo.

What freight, transportation and other special lines run on your road ?

Erie and Pacific Dispatch.

State terms as to rates, use of track, machinery, repair of cars, etc.

One and one-half cents per mile for car service, and 8 per cent commission of rate.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Rerolled iron..... 1.105 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	161,239	
“ freight trains	287,455	
“ construction and other trains	121,400	
		570,094

Cars.

Passenger	664,371	
Express and baggage.....	287,524	
Freight	1,445,749	
Empty cars.....	718,136	
		3,115,780

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage—entire line	\$1,077 52
“ animals killed in Ohio—15 cattle.....	\$300 00
10 hogs.....	35 00
	335 00

FUEL CONSUMED.

Wood, 8,447 cords; cost, \$25,345. Coal, 11,209 tons; cost \$44,270.47.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes.....	112,030
Average number carried in each car per trip	18
Total mileage, or number carried one mile	3,527,190
Average number of miles traveled by each	31.50
“ amount received for each	\$1 11.17
“ amount per mile received for each.....	03.53

Freight.

Tons carried—Through	75,824	
Local	154,008	
		229,832
Average tons in each loaded car per trip	7.57	
Total movement, or tons carried one mile.....	14,065,585	
Average amount received for each ton	\$1 27.15	
“ amount per mile received for each.....	02.08	

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	6,060	2.6
Stone, lime, sand, etc.....	6,057	2.6
Petroleum	1,826	0.8
Ores.....	136	....
Pig and bloom iron	2,897	1.3
Railroad iron (iron and steel rails).....	592	....
Other iron and castings	2,225	1.
Lumber and other forest products	26,362	11.5
Live stock	46,720	20.4
Grain.....	79,256	34.5
Other agricultural products	6,057	2.7
Flour.....	14,864	6.5
Provisions (beef, pork, lard, etc)	3,606	1.6
Manufactures, including agricultural implements	17,499	7.7
Merchandise	4,227	1.9
Miscellaneous	11,084	4.9
Supplies for company's use.....	334	....
Total	229,832	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through.....	\$16,413 62	
Local	108,122 46	
		\$124,536 08
From freight transportation—Through	\$70,804 14	
Local	221,429 74	
		292,233 88

From mail	\$5,405 75
“ express	4,636 70
“ all other sources of income, including rents, etc	1,671 00
Total earnings	<u>\$423,483 41</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$89,068 07
Maintenance of cars	30,326 71
Motive power	151,594 30
Conducting transportation	72,750 80
General expenses :	
Taxes—Ohio	\$646 95
Indiana	4,378 60
Other general expenses	55,495 36
	<u>60,520 91</u>
Total operating expenses, being 94.35 per cent. of earnings	<u>404,260 79</u>
Net earnings	<u>\$24,222 62</u>

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of bonds not heretofore issued	\$7,600 00
From Cincinnati, Hamilton and Dayton Railroad Company	472,503 90
Total	<u>\$480,103 90</u>

PAYMENTS.

Interest on bonds	\$127,855 00
Additional equipment	25,996 62
Additional real estate	12,180 64
Renewal of bridges	26,813 57
“ cars	4,759 44
“ engines	19,785 88
Total	<u>\$217,391 15</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

1st mortgage bonds	\$1,846,000 00
Cincinnati, Hamilton and Dayton Railroad Company	994,956 65
	<u>\$2,840,956 65</u>

ASSETS.

Cost of road and equipment	\$1,910,253 95
Steam excavator	8,978 00
New equipment	217,883 19
Real estate	44,143 16
Renewal of engines, cars and bridges	383,114 50
Profit and loss	276,583 85
	<u>\$2,840,956 65</u>

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, 1874, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 31, 1873. C. Newberry, brakeman, at Hamilton: injured; hand crushed while coupling cars; want of caution.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
F. H. Short.....	Cincinnati, Ohio.
C. W. West.....	"
Wm. Goodman.....	"
H. D. Huntington.....	"
Henry Lewis	"
J. H. Rogers.....	"
F. H. Short, President.....	Cincinnati, Ohio.
C. B. Marsh, Treasurer and Secretary	"
Lewis Williams, General Superintendent.....	"
Samuel Stevenson, General Ticket Agent.....	"
J. R. Reed, General Freight Agent.....	"
P. Hickey, Purchasing Agent.....	"

State of Ohio, County of Hamilton, ss :

F. H. Short, President of the Cincinnati, Hamilton and Indianapolis Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

[Signed.]

F. H. SHORT, *President.*

Subscribed and sworn to before me this 31st day of August, A. D. 1874.

[SEAL.]

J. McL. EWING, *Notary Public.*

CINCINNATI AND INDIANA RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED UNDER LEASE BY THE INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILROAD COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,000,000 00	
Amount subscribed.....	500,000 00	
Par value of shares.....	50 00	
Total amount paid in and issued—common.....		\$500,000 00
Amount paid in per mile (20.50 miles).....	24,390 25	
Stockholders, residents of Ohio: one.		
Amount of stock held and owned by him June 30, 1874....	18,000 00	

DEBT.

1st mortgage, 7 per cent. bonds, due December 1, 1892....	499,000 00	
2d “ 7 “ “ January 1, 1877.....	1,000,000 00	
2d “ 7 “ “ January 1, 1882.....	501,000 00	
3d “ 7 “ “ June 1, 1893.....	*2,000,000 00	
Funded coupon 7 per cent. bonds, due September 1, 1878..	62,000 00	
7 “ “ † “ “ 1, 1883..	*220,000 00	
Amount of funded debt, including joint mortgages.	*4,352,000 00	
Increase since June 30, 1873, for extended coupons matur- ing in 1871 and 1872, while road was in hands of receiver.	332,000 00	
Amount of floating debt not secured by mortgage, none.		
Decrease since June 30, 1873	70,000 00	
Amount per mile (*20.50 miles) of funded debt, apportioning joint mortgages on basis of 178.50 miles.....	113,582 56	
Proportion for this company (20.50 miles).....		2,328,442 48
Total of paid in stock and company's proportion of debt.....		\$2,828,442 48
Total amount per mile (20.50).....	137,972 81	

COST OF ROAD, ETC.

Total cost.....	\$2,032,209 16
Cost per mile (20.50).....	\$99,132 15
Value of real estate owned by company, exclusive of road- way	2,605,361 19

* A joint mortgage of this and the Indianapolis, Cincinnati and Lafayette Railroad Company; and is a lien upon the road and equipment of lessee in Indiana, as well as upon the road in Ohio of this Company.

† For extended coupons from 2d mortgage bonds.

‡ For extended coupons from 3d mortgage bonds.

CHARACTERISTICS.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Cincinnati to State line	20.50
Double main track	1.50
Aggregate of sidings, etc	8.10
Total length of rail—all in Hamilton county	30.10
Steel rail in use	7.10
Weight of rail per yard, on main track	60 lbs.
Gauge of road	56½ in.
Road all ballasted with gravel, and ballast kept up.	

BRIDGES, TUNNELS, ETC.

Wood bridges	3	Aggregate length	1,041 feet
Stone "	1	Length	120 "
			1,161 "

One wood Howe Truss bridge was built within the year ending June 30, over the Big Miami river; length 540 feet.

Greatest age of wood bridges, 3 years.

Brick tunnels, 1; length, 1,640 feet.

Fencing.

Miles of fencing built on the road, 11; total cost, \$5,000.

" built within the year ending June 30, 8; cost, \$1.50 per rod.

" unfenced (both sides), 15.

Reasons why not completed: Ohio and Mississippi Railway on one side, and turn-pike on the other. No stock allowed to run at large.

RAIL LAID WITHIN THE YEAR ENDING JUNE 30.

Rerolled iron rail—weight 60 lbs. per yard	2.10 miles
Steel rail—weight 60 lbs. per yard	4.10 "
	<hr/>
	6.20 "

EQUIPMENT.

The equipment run over the Cincinnati and Indiana Railroad is the property of the Indianapolis, Cincinnati and Lafayette Railroad Company, and is reported by that Company as lessee.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
M. E. Ingalls	Cincinnati, Ohio.
S. J. Broadwell	" "
Geo. Wilshire	" "
Joshua H. Bates	" "
J. A. Pomeroy	" "
A. M. Stimson	Washington C. H., Ohio
T. H. Perkins	Boston, Mass.
M. E. Ingalls, President	Cincinnati, Ohio.
E. F. Osborn, Secretary	" "

State of Ohio, County of Hamilton, ss :

M. E. Ingalls, President of the Cincinnati and Indiana Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

M. E. INGALLS, *President.*

Subscribed and sworn to before me, this 4th day of September, A.D. 1874.

[SEAL.]

E. V. CHERRY, *Notary Public.*

REPORT OF THE INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILROAD COMPANY, LESSEES.

ENTIRE LINE OPERATED.

[Length in miles and decimals.]		
	Length.	In Ohio.
From Cincinnati, Ohio, to Lafayette, Indiana	178.50	20.50
Double main track	1.50	1.50
Aggregate of sidings and other tracks	39.10	8.10
Total length of track laid with rail	219.60	30.10

RAILWAYS OPERATED UNDER LEASE—[EMBRACED IN THIS REPORT]

Cincinnati and Indiana Railroad, single main track	20.50
Double main track	1.50
Aggregate of sidings and other tracks	8.10
Total	30.10
Steel rail in use entire line	7.10
Weight of rail per yard on main track, 60 lbs.	
Gauge of track, 56½ inches.	

RAILROADS CROSSED AT GRADE IN OHIO.

Ohio and Mississippi Railway within city limits of Cincinnati.

Cincinnati and Whitewater Valley Railroad at Valley Junction.

Do all trains on your road stop at these crossings? Yes.

Are flagmen station at each? Yes.

Are your time-tables arranged to secure running connections with above-named roads?

No.

Number of highways crossed at grade in Ohio, 19.

Miles of telegraph on line [Cincinnati and Indiana] of road: three wires entire length, 20.50 miles; one wire, 18 miles.

Miles of telegraph owned by Company, none.

Number of telegraph offices in stations on line in Ohio, 7.

Number of telegraph stations operated by Company, 7.

Number operated jointly by railroad and telegraph company, none.

EQUIPMENT (OWNED BY LESSEE).

Locomotives.....	57 ;	average weight*	32 tons ;	average cost*	\$9,000
Mail, express and baggage cars....	13 ;	"	18 "	"	3,000
Passenger cars.....	39 ;	"	23 "	"	4,000
Drawing-room cars	2 ;	"	27 "	"	10,000
Freight cars.....	1148 ;	"	16 "	"	500
Caboose and tool cars.....	39 ;	"	12 "	"	400
Rubble cars.....	38.				
Hand cars.....	43.				

Average number of cars, including baggage cars, in passenger trains	5
" " " in freight trains	20

Brake in use on passenger cars : Westinghouse air-brake and Smith Vacuum.

Method of bridging between passenger cars : Miller platform.

Method of heating passenger, sleeping, parlor and drawing-room cars on the road
Parlor cars, Baker heaters ; other cars, coal stoves.

Means of lighting same : Candles and mineral sperm oil.

Total number of persons employed in operating road, entire line, average 1,328 ; proportion for Ohio, 159.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, unlimited. Average rate, including stops, 25 miles.

Mail and accommodation—highest rate allowed, unlimited. Average rate, including stops, 21 miles.

Freight trains—highest rate allowed, 12 miles. Average rate, including stops, 9 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (one mile)	10 cents.	1 cent.
For more than 8 and less than 30 miles	4 "	0.60 "
For more than 30 and less than 100 miles	3.50 "	2 "
For the whole length of the main road in Ohio	3 "	0.48 "
For through passengers.....	3.33 "	1.20 "

Is there an addition to ticket rates if fare is paid on trains? Fares paid on trains are according to tariff rates ; a deduction is made if tickets are purchased at stations.

Amount charged in addition to regular passenger fare, in sleeping or other cars on the road : For seat in parlor cars, 50 cents for 115 miles ; and in proportion for longer or shorter distances.

* Including tenders.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (5 miles) .....	.17 cts.	.03 cts.
“ more than 5 and less than 30 miles .....	.10 “	.05 “
“ more than 30 and less than 100 miles .....	.04 “	01.75 “
“ the whole length of the main road in Ohio	10.00 “	05. “
“ through freight	03.50 “	0.90 “

EXPRESS AND TRANSPORTATION.

What Express Companies run on your road, and on what terms?

American Express Company.

8,000 lbs. daily between Cincinnati and Indianapolis, and 3,000 lbs. daily between Indianapolis and Lafayette, at \$2,000 [per month.]

Excess between Cincinnati and Indianapolis, 46 cents; and between Indianapolis and Lafayette, 25 cents per 100 lbs.

Name and P. O. address of the principal agent or officer in Ohio.

Frank Clark, Cincinnati.

No freight, transportation or other special lines run on the road.

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains	466,964	
“ freight trains	604,159	
“ construction and other trains, including switching	361,344	
	<hr/>	1,432,467

Cars.

Passenger	1,267,955	
Express, baggage and mail	541,273	
Freight	7,366,545	
Caboose	494,054	
Empty cars	1,888,695	
	<hr/>	11,558,552

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries—in Ohio, to passengers, employes and others, fatal and non-fatal	\$650 00
“ loss and damage of goods and baggage—entire line	6,593 63
“ animals killed entire line—[No. and kind not reported]	5,755 88
Amount claimed, unsettled and in litigation for injuries in Ohio to persons, nothing.	

FUEL CONSUMED—ENTIRE LINE.

Wood, 2,000 cords; cost \$4,000. Coal, 47,900 tons; cost, \$143,692.68.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Number carried of all classes	565,100
Average number carried in each car per trip	51.60
Total mileage, or number carried one mile	20,545,979

Average number of miles traveled by each	36.40
“ amount received for each	\$1 09.89
“ amount per mile received for each	03.02

Freight.

Tons carried—Through	443,072	
Local	181,600	
		624,672
Average tons in each loaded car per trip		6.30
Total movement, or tons carried one mile		62,696,597
Average amount received for each ton		\$1 77.77
“ amount per mile received for each		01.77

TONAGE CLASSIFIED.

	Tons.	Per cent.
Coal	45,240	7.2
Stone, lime, sand, etc	66,490	10.6
Whisky and highwines	14,439	2.3
Pig and bloom iron	960	.2
Railroad iron (iron and steel rails)	6,320	1.
Other iron and castings	7,363	1.1
Lumber and other forest products	88,047	14.1
Live stock	50,237	8.4
Grain	144,465	23.1
Other agricultural products	15,555	2.5
Flour	21,121	3.3
Provisions (beef, pork, lard, etc.)	17,917	2.9
Manufactures, including agricultural implements	46,830	7.4
Merchandise	70,243	11.2
Miscellaneous	29,415	4.7
Total	624,672	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Foreign	\$98,727 47	
Local	522,253 82	
		\$620,981 29
From freight transportation—Foreign	\$350,375 38	
Continental Line	141,072 78	
Local	619,154 30	
		\$1,110,602 46
From Mail		46,534 54
“ Express		28,326 03
“ all other sources of income including rents, etc.		53,030 55
Total earnings		\$1,859,474 87

OPERATING EXPENSES.

Maintenance of way and structures	\$300,629 28
Maintenance of cars	121,620 18
Motive power	65,807 55
Conducting transportation	656,209 26

General expenses—

Taxes, Ohio	\$16,524 59	
“ Indiana	13,798 02	
Other general expenses.....	53,744 51	
	<hr/>	84,067 12
Total operating expenses, being 66.06 per cent of earnings		\$1,228,333 39
		<hr/>
Net earnings.....		\$631,141 48

AMOUNTS PER MILE (178 50) OPERATED.

Earnings	\$10,417 23 ; proportion for Ohio (20.50) miles..	\$213,553 21
Operating expenses	6,881 42 ; “ “ ..	141,069 11
Net earnings.....	3,535 81 ; “ “ ..	72,484 10

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Interest on floating debt	\$25,311 33
[The only item reported.]	

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$5,635,497 50
Capital stock C. and I. Railway.....	\$500,000 00
Less owned by I. C. and L. Company.....	466,800 00
	<hr/>
	33,200 00
I. and C. bonds of 1858	1,600,000 00
C. and I. bonds of 1862	499,000 00
C. and I. bonds of 1867	\$1,501,000 00
Less unsold	4,000 00
	<hr/>
	1,497,000 00
I. C. and L. bonds of 1867	2,800,000 00
I. C. and L. bonds of 1869	\$2,000,000 00
Less unsold	299,000 00
	<hr/>
	1,701,000 00
Equipment bonds	375,000 00
* Funded debt bonds	\$1,500,000 00
Less in company's possession	74,800 00
	<hr/>
	1,425,200 00
Funded coupon bonds	468,800 00
Unpaid bond interest.....	105,935 00
Bills payable and call loans.....	568,808 71
Due sundry railroad companies and individuals.....	542,827 39
	<hr/>
	\$17,252,268 60

* These bonds were issued to the stockholders in settlement for assessments paid by them on stock of the company, and bear interest from and after the 1st day of July, 1875, the first coupons thereon being payable on the 1st day of January, 1876, for six months' interest.

ASSETS.	
Construction	\$14,312,101 29
Equipment	2,450,950 11
Supplies on hand	176,699 35
Harrison Branch Railroad stock.....	22,000 00
Bills receivable	11,792 14
Cash.....	11,457 28
Due from sundry railroad companies and individuals.....	258,337 92
Profit and loss account	9,500 51
	<hr/> \$17,252,268 60

NOTE.—On the books of the company the street connection railway in Cincinnati, which is owned jointly by the Little Miami and the Cincinnati and Indiana Railroad companies, appears as an asset and a liability to the amount of \$262,500. The I. C. and L. Railroad Company is liable for forty per cent. of whatever deficiency there may be in the earnings of this street connection railway towards paying six per cent. on \$525,000 bonds issued by the Little Miami and the Cincinnati and Indiana Railroad companies for building this connection track, and secured by mortgage on it.

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

September 23, 1873. Unknown person walking on track two miles west of Delhi, killed; being very dark, was not seen until within a few rods of him; struck by train; no fault of company; inquest held by James Carlan, of Cleves; verdict unknown.

May —, 1874. Boy, name unknown, sitting on track on curve near Sedamsville, injured; attention drawn to a train on Ohio and Mississippi track; train run over his foot; boy's fault.

June 16, 1874. — Goble, occupation unknown, walking on track in Cincinnati, injured: train backing from depot, struck him; not badly injured; supposed to be his own fault.

RECAPITULATION.

Others—On track and trespassing killed, 1; injured, 2

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

DIRECTORS.	POST-OFFICE ADDRESS.
M. E. Ingalls.....	Cincinnati, Ohio.
Joshua H. Bates.....	" "
Geo. H. Chapman.....	Indianapolis, Indiana.
Wm. A. Booth.....	New York City.
J. S. Kennedy.....	" "
George Bliss.....	" "
Chas. G. Landon.....	" "
Jas. A. Roosevelt.....	" "
Thos. H. Perkins.....	Boston, Massachusetts.

M. E. Ingalls, President.....	Cincinnati, Ohio.
J. S. Kennedy, Vice-President.....	New York City.
E. F. Osborn, Treasurer	Cincinnati, Ohio.
C. H. Booth, Secretary	New York City.
G. L. Barringer, Superintendent.....	Cincinnati, Ohio.
W. H. Vandegrift, Assistant Superintendent	Indianapolis, Indiana.
J. S. Patterson, Master Mechanic.....	Cincinnati, Ohio.
E. M. Talbott, Chief Engineer	" "
Jno. Egan, General Passenger Agent.....	" "
H. J. Page, General Freight and Ticket Agent.....	" "
E. V. Cherry, Purchasing Agent.....	" "

State of Ohio, County of Hamilton, ss :

M. E. Ingalls, President of the Indianapolis, Cincinnati and Lafayette Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

M. E. INGALLS, *President.*

Subscribed and sworn to before me, this 4th day of September, A.D. 1874.

[SEAL.]

E. V. CHERRY, *Notary Public.*

CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY.

[ROAD ALL IN OHIO—OPERATED UNDER LEASE BY THE P., C. AND ST. L. R'Y CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$4,000,000 00
Amount subscribed.....	4,000,000 00
Par value of shares.....	50 00
Amount paid in—common	\$3,996,670 00
Amount per mile (148.44)	26,924 48
Stockholders, residents of Ohio, 161.	
Amount of stock held and owned by them June 30, 1874	66,459 00
No transfer office or agency out of Ohio.	

DEBT.

Funded debt, 1st mortgage 7 per cent. bonds, due January, 1901.....	1,500,000 00
Amount of floating debt, not secured by mortgage	177,691 88
Increase since June 30 1873	136,137 44
Total debt, funded and floating.....	1,677,691 89
Amount per mile (148.44).....	11,302 15
Total of paid in stock and debt.....	5,674,361 88
Total amount per mile, (148.44).....	38,226 63

COST OF ROAD, EQUIPMENT, Etc.

Construction, etc., total	\$5,534,688 58
Per mile (148.44).....	\$37,285 70
Value of real estate owned by company, exclusive of road-way	30,576 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Morrow to Dresden Junction.....	148.44
Aggregate of sidings, etc	13 84
Total length laid with rail.....	162.28
All in Ohio and distributed as follows:	

County.	Main track.	Sidings, etc.	Total.
Warren	9.89	.56	10.45
Clinton	23.55	1.74	25.29
Fayette	17.13	1.03	18.16
Pickaway	23.05	2.19	25.24
Fairfield	28.66	3.35	32.01
Perry	19.72	1.46	21.18
Muskingum	26.44	3.51	29.95
Totals.....	168.44	13.84	162.28

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

From increase of floating debt	\$136,137 44
--------------------------------------	--------------

EXPENDITURES.

Interest on bonds	\$105,000 00
Lessee for deficit between operating expenses and earnings for year	20,241 73
Expense of organization, Secretary and Treasurer's office	2,037 13
Operating expenses prior to lease to P., C. and St. L. R'y Co.	413 89
Construction of new work, additional equipment and real estate.....	14,707 41
Total.....	\$142,400 16

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$3,996,670 00
Bonded debt	1,500,000 00
Accounts payable	124 39
P., C. and St. L. R'y Co. lessee	177,691 88
	<u>\$5,674,486 27</u>

ASSETS.

Roadway, equipment, etc	\$5,534,688 58
Materials account	13,690 00
Accounts receivable	4,338 67
Cash	2,118 68
Income account	119,650 34
	<u>\$5,674,486 27</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

Charles Moran	New York City.
Thomas A. Scott	Philadelphia, Penn.
George B. Roberts	" "
Hugh J. Jewett	Columbus, Ohio.
George W. Adams	Dresden, "
M. Churchill	Zanesville, "
James Buckingham	" "
Hugh J. Jewett, President	Columbus, Ohio.
J. A. Lippincott, Treasnrer and Secretary	Zanesville, "

State of Ohio, County of Muskingum, ss :

C. C. Waite, Secretary and Treasurer of the Cincinnati and Muskingum Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

C. C. WAITE, *Secretary and Treasurer.*

Subscribed and sworn to before me, this 2nd day of November, A.D. 1874.

[SEAL.]

JNO. W. KING, *Notary Public.*

REPORT OF PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY, LESSEE.

CHARACTERISTICS, ETC.

RAILWAYS UNDER LEASE—(EMBRACED IN THIS REPORT).

Cincinnati and Muskingum Valley Railway single main track	148.44
Aggregate of sidings and other tracks.....	13.84
Total	162.28 miles.

Weight of rail per yard on main track, 56-60 lbs.

Gauge of road, Morrow to Zanesville, 58 inches; Zanesville to Dresden Junction, 57½ inches.

Road all ballasted with gravel and stone.

Ballasted since June 30, 1873, 13 miles with gravel, ¼ mile with stone.

RAILROADS CROSSED AT GRADE

Little Miami Railroad at Morrow.

Columbus and Hocking Valley Railroad at Lancaster.

Newark, Somerset and Straitsville Railroad at Junction City.

Central Ohio Railroad at Zanesville.

Pittsburgh, Cincinnati and St. Louis Railway at Dresden Junction.

Do all trains on your road stop at these crossings? Yes

Are flagmen stationed at each? No.

Are your time-tables arranged to secure running connection with above named roads?
As far as practicable.

Number of highways crossed at grade, 108.

Miles of telegraph on line of road—owned jointly by company and Western Union
Telegraph Company—148.44.

Number of telegraph offices in stations on line, 15.

Number of telegraph stations operated by company, 6.

Number operated jointly by railroad and telegraph company, 9.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges.

Wood.....	42	Aggregate length.....	6,678 feet.
Combination.....	1	Length.....	102 "
Stone.....	1	"	140 "
			6,920 "

Built within the year ending June 30 :

Designation and Location.	Construction.	Material.	Length feet
No. 17 $\frac{1}{2}$, New Holland	Howe Truss	Wood	120
" 20, Circleville	"	"	148
" 21 $\frac{1}{2}$, Lancaster	"	"	48
" 21 $\frac{1}{2}$ "	"	"	48
" 22 "	"	"	101
" 25 $\frac{1}{2}$, Bremen	"	"	120
" 43 $\frac{1}{2}$, Zanesville	Arch	Stone	140

Greatest age of bridges—wood, 11 years; combination, 3 years.

Number of trestles, 56; aggregate length, 7,246 feet; greatest age, 9 years.

Tunnels.

Natural rock, 1; length, 1,185 feet.

Stations, etc.

Passenger and freight combined, 28.

Water, 21; fuel, 5; total, 26.

Engine-houses, 6. No estimate of value; to be rebuilt.

Shops for construction and repairs, 1. No estimate of value; to be rebuilt.

Fencing.

Miles of fencing, 181.50.

Miles built within the year ending June 30, 1.59; cost per rod, \$1.43.

Miles unfenced (both sides), 115.38.

Reasons why not completed: Right of way grants stipulate that land-owners shall fence—they, however, prefer to leave road open on tilled lands.

EQUIPMENT.

Locomotives	13	Average weight,*	53,000 lbs.	Average cost,*	\$9,500
Express and baggage cars	3	"	39,000 "	"	1,000
Passenger cars	12	"	39,000 "	"	4,600
Drawing-room and sleeping-cars. none.		"	"	"	.....
Freight cars	510	"	14,000 "	"	485
Other cars	4	"	8,000 "	"	500

NOT OWNED BY THE COMPANY—(INCLUDED ABOVE).

Freight cars, 150; owned by (V) Car Company of Pittsburgh, Pennsylvania.

Stock cars, 50; owned by (V) Car Company of Pittsburgh, Pennsylvania.

Terms of service: One and one-half cent per mile for distance run.

Average number of cars, including baggage cars, in passenger trains, 3.

Average number of cars in freight trains: So irregular average cannot be determined.

Kind of brake in use on passenger cars: Westinghouse atmospheric brake.

Method of bridging between passenger cars: Movable wooden bridge, with chains between hand-rails.

Method of heating passenger cars run on your road: Coaches, with Spears & Driggs' patent heaters.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 460.

*Including tenders.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 35 miles; average rate, including stops, 22.50 miles.

Mail and accommodation—highest rate allowed, 35 miles; average rate, including stops, 22 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 10 miles

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (8 miles).....	4 cents.	4 cents.
“ more than 8 and less than 30 miles.....	3 “	3 “
“ more than 30 and less than 100 miles.....	3 “	3 “
“ the whole length of the main road.....	3 “	3 “
“ through passengers	3 “	1.50 “

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (8 miles).....	20 cents.	7.50 cents.
“ more than 5 and less than 30 miles.....	9.29 “	5 “
“ more than 30 and less than 100 miles.....	5 “	2.50 “
“ the whole length of the main road.....	4.50 “	1.64 “
“ through freight	2 “	1 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Adams Express Company. Twenty cents per 100 lbs. for express matter transported entire line of road.

No freight, transportation or other special lines run on this road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

[Length in miles and decimals.]

New iron rail—weight 60 lbs. per yard.....	1.59	
Re-rolled iron	21.71	
Spliced and mended iron	4.30	
	<hr/>	27.60

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	196,500	
“ freight trains	214,580	
“ construction and other trains	26,990	
	<hr/>	438,070

Cars.

Passenger	382,034	
Express and baggage	133,383	
Freight	1,472,935	
Caboose	120,663	
Empty cars	806,177	
		2,915,192

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes	\$15 00
“ loss and damage of goods and baggage	758 74
“ animals killed: 10 cattle	228 70

FUEL CONSUMED.

Wood, 557 cords; cost, \$1,174. Coal, 13,562 tons; cost, \$10,219.45

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	176,042
Average number carried in each car per trip	25 to 35
Total mileage, or number carried one mile	3,602,036
Average number of miles traveled by each	20.45
“ amount received for each	\$0 66.82
“ amount per mile received for each	03.238

Freight.

Tons carried—Through	12,497	
Local	162,163	
	<hr/>	174,660
Average tons in each loaded car per trip		6 to 8
Total movement, or tons carried one mile	10,075,190	
Average amount received for each ton	\$1 58.08	
“ amount per mile received for each	02.74	

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	62,854	36.
Stone, lime, sand, etc.	3,128	1.8
Petroleum ..	151	.1
Ores	7,958	4.6
Pig and bloom iron	969	.6
Railroad iron (iron and steel rails) ..	82	..
Other iron and castings	1,967	1.1
Lumber and other forest products	9,331	5.3
Live stock	26,706	15.3
Grain	18,416	10.5
Other agricultural products	2,686	1.5
Flour	3,240	1.9
Provisions (beef, pork, lard, etc.)	8,520	5.1

	Tons.	Per cent.
Manufactures, including agricultural implements	14,728	8.4
Merchandise	13,400	7.7
Miscellaneous	224	.1
	<hr/> 174,660	<hr/> 100.
Supplies for company's use (carried free).....	16,781	....
Total	<hr/> 191,441	<hr/>

EARNINGS, OPERATING EXPENSES, ETC., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation.....	\$117,628	95
“ freight transportation—Through.....	\$10,287	06
Local.....	265,814	85
	<hr/> 276,101	<hr/> 91
From mail	11,205	00
“ express	5,237	13
“ all other sources of income, including rents, etc.....	1,139	96
Total earnings	<hr/> \$411,312	<hr/> 95

OPERATING EXPENSES.

Maintenance of way and structures	\$209,726	92
Maintenance of cars	27,378	48
Motive power.....	99,450	68
Conducting transportation.....	74,379	12
General expenses—		
Taxes	\$15,917	39
Other general expenses.....	4,702	09
	<hr/> 20,619	<hr/> 48
Total operating expenses, being 104.92 per cent. of earnings.....	<hr/> 431,554	<hr/> 68
Deficit		\$20,241 73

AMOUNTS PER MILE (148.44) OPERATED.

Earnings.....	\$2,770	90
Operating expenses.....	2,907	96
Deficit		136 36

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 31, 1873. John Elder, loiterer, Lancaster yard, instantly killed; stepped between two sections of shifting train; fault was his own.

August 9, 1873. Nick Honseman, loiterer, Zanesville, injured; was drunk and asleep on track; struck by a midnight train, and hand injured to such an extent that amputation was necessary; fault his own.

May 26, 1874. George Taylor, loiterer, McCluney station, instantly killed; stepped on track in front of switching train and was run over; his own fault.

June 9, 1874. Henry Lyman, employe (messenger), Zanesville, injured. In attempting to jump on a moving passenger train his foot slipped under wheel, necessitating amputation of all the toes; his own fault.

RECAPITULATION.

Killed—Others—On track and trespassing	2
Total	2
Injured—Employe—From misconduct or want of caution ..	1
Others—On track and trespassing	1
Total	2

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

Thomas A. Scott, President	Philadelphia, Pa.
H. J. Jewett, 1st Vice-President and General Manager	Columbus, Ohio.
Wm. Thaw, 2d Vice-President	Pittsburgh, Pa.
J. N. McCullough, 3d Vice-President	" "
Thomas D. Messler, Comptroller	" "
Jno. E. Davidson, Auditor	" "
M. C. Spence, Treasurer	" "
W. H. Barnes, Secretary	" "
C. C. Waite, Superintendent	Zanesville, Ohio.
M. Monuts, Master of Transportation	Lancaster, "
Leroy Kells, Master Mechanic	" "
M. J. Becker, Chief Engineer	Columbus, Ohio
W. L. O'Brien, General Ticket Agent	" "
Wm. Stewart, General Freight Agent	Pittsburgh, Pa.
Wm. Mullins, Purchasing Agent	" "

State of Pennsylvania, County of Allegheny, ss:

Thomas D. Messler, Comptroller of the Pittsburgh, Cincinnati and St. Louis Railway Company, Lessee of the Cincinnati and Muskingum Valley Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

THOS. D. MESSLER, *Comptroller.*

Subscribed and sworn to before me, this 5th day of September, A.D. 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

CINCINNATI RAILWAY TUNNEL COMPANY.

This company was chartered in 1847, reorganized in 1871 [certificate filed March 3, 1871, in office of Secretary of State], and has never reported before. Condition of the reorganization, old stock surrendered, and new issued for one-half. Outstanding debts of all descriptions paid by preferred stock.

Name changed, under the statute, from Dayton and Cincinnati Railroad Company to that of the Cincinnati Railway Tunnel Company. [Decree of Court of Common Pleas, Hamilton county, January 20, 1872, filed in office of Secretary of State January 31, 1872.]

PROPOSED LINE, GIVING TERMINAL POINTS.

From Cincinnati to a point at or near Sharon	12.50 miles.
Length graded not laid with rail	2 "
On what portion of line ?	
Part near south terminus, part through Walnut Hills, and part on line north.	

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive :	
Right of way, civil engineering, and grading and masonry	\$675,950 00
Contingent expenses	52,704 40
Total	<u>\$728,654 40</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized—Common	\$1,000,000 00	
Preferred	1,000,000 00	
	<u> </u>	\$2,000,000 00
Amount paid in—Old company unexchanged		\$378,500 00
Common		44,450 00
Preferred		<u>40,550 00</u>
Total paid in and issued		\$463,500 00

DEBT.

Funded debt, 1st mortgage 7 per cent. bonds, due	\$49,000 00
Amount of floating debt not secured by mortgage	8,023 59
Total debt, funded and floating	<u>\$57,023 59</u>
Total of paid in stock and debt	<u>\$520,523 59</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.	
Capital stock,* old company.....	\$378,500 00
“ common	44,450 00
“ preferred	40,550 00
Bonds.....	49,000 00
Surplus account †.....	208,130 81
Bills payable.....	5,000 00
Sundry claims.....	3,023 59
	<hr/> \$728,654 40
ASSETS.	
Construction account.....	\$728,654 40

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
A. J. Hodder.....	Cincinnati, Ohio.
W. Milnor Roberts	New York City.
Wm. Woods	Cincinnati, Ohio.
P. P. Lane.....	“ “
Robert Hedger	“ “
Richard Beresford	“ “
H. N. Wenning	“ “
S. H. Goodin, Jr.....	“ “
Arnd Kattenhorn	“ “
Jas. M. McCullough	“ “
Arch. Mirrielees	“ “
Wm. C. Smith	“ “
Jason Evans	“ “
A. J. Hodder, President	“ “
W. Milnor Roberts, Vice-President.....	New York City.
Richard Beresford, Treasurer	Cincinnati, Ohio.
Arch. Mirrielees, Secretary	“ “

State of Ohio, County of Hamilton, ss :

A. J. Hodder, President of the Cincinnati Railway Tunnel Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

A. J. HODDER, *President.*

Subscribed and sworn to before me, this 31st day of August, A.D. 1874.

[SEAL.]

CLINTON KIRBY, *Notary Public.*

Represents certificates and receipts for stock of old company not yet brought in for capitalization, and which will be reduced one-half when exchanged for new stock.

† Represents balance of construction account derived from part paid stock subscriptions canceled, and other sources

CINCINNATI, RICHMOND AND CHICAGO RAILROAD COMPANY.

[ROAD OWNED BY COMPANY ALL IN OHIO—OPERATED BY CINCINNATI, HAMILTON AND
DAYTON RAILROAD COMPANY.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Hamilton, Ohio, to Richmond, Indiana.....	42
Aggregate of sidings and other tracks	2.69
Total length of track laid with rail	44 69

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$500,000 00	
Par value of shares.....	50 00	
Total amount paid in and issued—common		\$382,600 00
Amount per mile (36).....	\$10,627 78	
Stockholders residents of Ohio, 19.		
Amount of stock held and owned by them June 30, 1874...	382,550 00	

DEBT.

1st mortgage 7 per cent. bonds, due July, 1895.....	\$560,000 00	
2d “ 7 “ “ “ 1889.....	65,000 00	
Amount of funded debt.....		625,000 00
Amount of floating debt not secured by mortgage		34,408 58
Decrease since June 30, 1873.....	\$11,875 12	
Total debt, funded and floating	659,498 58	
Amount per mile (36).....	18,316 90	
Total of paid-in stock and debt		\$1,042,008 58
Total amount per mile (36)	\$28,944 68	

COST OF ROAD, EQUIPMENT, Etc.

Right of way and construction.....	\$826,733 29	
Equipment.....	184,551 98	
Other items of cost not included in above	700 00	
Total		\$1,011,985 27
Cost per mile (36)	\$27,110 70	
Value of real estate owned by company, exclusive of road- way	5,000 00	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Hamilton, Ohio, to Indiana State line	36
Aggregate of sidings, etc.	2.69
Total length laid with rail	38.69
All in Ohio, and distributed as follows :	
County.	Main track. Sidings, etc. Total.
Butler	11 .907 11.907
Preble	25 1.783 26.783
Totals	36 2.69 38.69

RAILWAYS OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

Richmond and Miami Railway (Ohio State line to Richmond, Ind.), main line, 6 miles.

Weight of rail per yard on main track, 60 lbs.

Gauge of road, 55 inches.

Road in Ohio all ballasted with gravel.

No railroads crossed at grade in Ohio.

Number of highways crossed at grade in Ohio	63
Miles of telegraph on line of road	135
“ “ owned by Company	45
Number of “ offices in stations on line	4
“ “ stations operated by Company	2
operated jointly by railroad and telegraph company	2

BRIDGES, ETC., IN OHIO.

Bridges.

Wood, 22; aggregate length, 2,476 feet; greatest age, 15 years.

Stations, etc.

Passenger, 1; passenger and freight combined, 9; total, 10.

Fencing.

Miles of fencing on road, 56.

“ built within the year ending June 30, 1874, 1.25; cost per rod, \$1.70.

“ unfenced (both sides), 16.

Reason why not completed: Want of means.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	5	*55,000 lbs.	*\$8,026 60
Express and baggage cars	5	26,500 “	1,548 52
Passenger cars	1	34,000 “	1,350 00
Freight cars	162	17,000 “	659 15
Hand cars	5	500 “	150 00

* Including tenders.

Average number of cars, including baggage cars in passenger trains.....	3
“ “ “ in freight trains.....	24
Brake in use on passenger cars: Ordinary hand brake.	
Method of bridging between passenger cars: Miller's patent coupler and platform.	
Method of heating passenger, sleeping, parlor and drawing-room cars run on road:	
Wood and coal.	
Means of lighting same: Candles.	
Total number of persons employed in operating the road, 57.	

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, unlimited. Average rate, including stops, 20 miles.

Mail and accommodation—highest rate allowed, unlimited. Average rate, including stops, 20 miles.

Freight trains—highest rate allowed, 12 miles. Average rate, including stops, 10 miles

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	15 cents.	3 cents.
“ more than 8 and less than 30 miles.....	3 “	3 “
“ more than 30 and less than 100 miles	3 “	3 “
“ the whole length of the main road in Ohio	3 “	3 “
“ through passengers	2.50 “	2.50 “

No addition to ticket rates if fare is paid on trains.

Amount charged in addition to regular passenger fare in sleeping or other cars run on your road: Section, \$2.00; state-room, \$4.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	20 cents.	10 cents.
“ more than 5 and less than 30 miles	7 “	4 “
“ more than 30 and less than 100 miles	5 “	3.33 “
“ the whole length of the main road in Ohio.....	5 “	3.33 “
“ through freight.....	4 “	1.50 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms? American Express Company—\$60 per month for 24,000 lbs; excess, 16 cents per 100 lbs.

Name and post-office address of the principal agent or officer in Ohio: Frank Clark, Cincinnati.

No freight, transportation or other special lines run on our road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Re-rolled iron..... 2.02 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

<i>Locomotives.</i>		
Hauling passenger trains.....	89,650	
“ freight trains.....	76,760	
“ mixed trains.....	7,085	
	<hr/>	173,495
<i>Cars.</i>		
Passenger.....	203,182	
Express and baggage.....	76,699	
Freight.....	473,042	
Empty cars.....	191,760	
	<hr/>	944,683

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For animals killed in Ohio—3 horses.....	\$160 00	
4 cattle.....	60 00	
	<hr/>	\$220 00

FUEL CONSUMED.

Wood, 4,200 cords; cost, \$19,030.98.

DOINGS IN TRANSPORTATION.

<i>Passengers.</i>		
Number carried of all classes.....	73,789	
Average number carried in each car per trip.....	16	
Total mileage, or number carried one mile.....	1,922,682	
Average number of miles traveled by each.....	26.05	
“ amount received for each.....	\$0 96.83	
“ amount per mile received for each.....	03.71	
<i>Freight.</i>		
Tons carried.....	145,237	
Average tons in each loaded car per trip.....	8	
Total movement, or tons carried one mile.....	5,612,533	
Average amount received for each ton.....	\$0 90.88	
“ amount per mile received for each.....	02.35	

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal.....	8,034	5.6
Stone, lime, sand, etc.....	6,713	4.6
Petroleum.....	1,179	.8
Ores.....	733	.5
Pig and bloom iron.....	4,839	3.3
Railroad iron (iron and steel rails).....	52	—
Other iron and castings.....	1,250	.8
Lumber and other forest products.....	45,767	31.5
Live stock.....	14,390	10.
Grain.....	14,039	10.
Other agricultural products.....	2,875	2.
Flour.....	5,414	3.7
Provisions (beef, pork, lard, etc.).....	4,033	2.7
Manufactures, including agricultural implements.....	15,469	10.6
Merchandise.....	3,431	2.3

	Tons.	Per cent.
Miscellaneous	16,925	11.6
Supplies for company's use	94	....
Total	145,237	100.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.		
From passenger transportation—Through	\$20,181 71	
Local	51,267 84	
		\$71,449 55
From freight transportation—Through	\$66,126 69	
Local	65,866 72	
		131,993 41
From mail		5,321 81
“ express		4,569 60
“ all other sources of income, including rents, etc		221 16
Total earnings		\$213,555 53

OPERATING EXPENSES.		
Maintenance of way and structures	\$42,019 67	
Maintenance of cars	7,593 87	
Motive power	48,474 54	
Conducting transportation	19,014 34	
General expenses—		
Taxes—Ohio	\$1,776 44	
“ Indiana	205 00	
Other general expenses	32,100 78	
	34,082 22	
Total operating expenses, being 70.79 per cent. of earnings		151,184 64
Net earnings		\$62,370 89

AMOUNTS PER MILE (44) OPERATED.		
Earnings	\$5,084 66; proportion for Ohio (36 miles)	\$183,047 76
Operating expenses..	3,599 63; “ “	129,586 68
Net earnings	1,485 03; “ “	53,461 08

PAYMENTS IN ADDITION TO OPERATING EXPENSES.		
Interest on bonds	\$43,750 00	
Floating debt liquidated	11,875 12	
		\$55,625 12

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.		
Capital stock	\$382,600 00	
1st mortgage bonds.	560,000 00	
2d “ “	65,000 00	
Interest on bonds unclaimed.....	5,040 00	
Cincinnati, Hamilton and Dayton Railroad Company.....	*29,368 58	
		\$1,042,008 58

*Reported by Cincinnati, Hamilton and Dayton Company, lessee, as \$52,396.05. Difference caused “by amount of interest due on Cincinnati, Richmond and Chicago bonds, \$21,560, and taxes, \$1,467.47, which appear on the Cincinnati, Hamilton and Dayton books under date June 30; interest not due till after that date (July), and do not appear in the Cincinnati, Richmond and Chicago books until July.”

ASSETS.

Equipment.....	\$184,551 98	
Real estate.....	700 00	
Construction.....	826,733 29	
Profit and loss.....	30,023 31	
		<u>\$1,912,008 58</u>

No accidents to persons in Ohio reported.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
F. H. Short.....	Cincinnati, Ohio.
C. W. West.....	"
Oliver Perin.....	"
Geo. T. Stedman.....	"
Samuel Fosdick.....	"
H. D. Huntington.....	"
Henry Lewis.....	"
J. H. Rogers.....	"
E. W. McGuire.....	Richmond, Ind.
F. H. Short, President.....	Cincinnati, Ohio.
C. W. West, Vice-President.....	"
C. B. Marsh, Treasurer and Secretary.....	"
Lewis Williams, General Superintendent.....	"
Samuel Stevenson, General Ticket Agent.....	"
J. R. Reed, General Freight Agent.....	"
P. Hickey, Purchasing Agent.....	"

State of Ohio, County of Hamilton, ss :

F. H. Short, President of the Cincinnati, Richmond and Chicago Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

F. H. SHORT, *President.*

Subscribed and sworn to before me, this 31st day of August, A.D. 1874.

[SEAL.]

J. McL. EWING, *Notary Public.*

CINCINNATI, SANDUSKY AND CLEVELAND RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Sandusky to Springfield	*128.89	
“ Springfield to Columbus	*44.37	
“ Carey to Findlay	*15.51	<u>188.77</u>
Aggregate of sidings and other tracks.....		<u>14.12</u>
Total length of track laid with rail		202.89

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$6,000,000 00	
Amount paid in—common	4,005,750 00	
preferred	<u>429,037 45</u>	
Total paid in and issued		\$4,434,787 45
Increase since June 30, 1873 (unpaid stock dividend April 25, 1872, omitted last year)	\$10,445 00	
Amount of paid-in stock per mile (163.50)	26,319 21	
Number of stockholders residents of Ohio: No record kept.		
Amount of stock held and owned by them June 30, 1874: No record kept.		
Location of transfer office or agency out of Ohio: No. 70 Devonshire street, Boston.		
Number of shares transferred within the year at such office, 92,327.		

DEBT.

Sandusky City and Indiana R. R. Co. 7 per cent. bonds, first mortgage on part of road, due March 1, 1877.....	\$350,000 00	
Sandusky, Dayton and Cincinnati R. R. Co. 6 per cent bonds, first mortgage on part of road, due February 1, 1900	804,000 00	
Cincinnati, Sandusky and Cleveland R. R. Co. 7 per cent. bonds (and scrip), first mortgage on part and second on balance of road, due June 1, 1890	1,073,512 40	
Amount of funded debt.....		\$2,227,512 40
Decrease since June 30, 1873	\$23,000 00	
Amount of floating debt not secured by mortgage †		367,947 15
Apparent increase since June 30, 1873 †	\$105,814 95	

* Re-surveyed since last report

† Incorrectly reported last year; should have been \$304,539.92.

‡ Actual increase, \$63,407.23.

Total debt, funded and floating	\$2,595,459 55
Apparent increase since June 30, 1873	82,814 95
Amount per mile (168.50)	15,403 32
Total of paid-in stock and debt	\$7,030,247 00
Amount per mile (168.50)	\$41,722 53

ROAD, EQUIPMENT, Etc.

Cost of right of way, construction, equipment, etc.....	\$6,165,270 02
Cost per mile (168.50)	\$36,589 14

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

From Sandusky to Dayton.....	152.99
“ Carey to Findlay	15.51
Total single main track.....	168.50
Aggregate of sidings, etc	15.96
Total length laid with rail	184.46

All in Ohio, distributed as follows :

County.	Main track.	Branches.	Sidings, etc.	Total.
Erie	9.07	.....	2.54	11.61
Sandusky	12.31	.....	.47	12.78
Hancock .....	.....	11.22	.60	11.82
Seneca	24.25	.....	1.59	25.84
Wyandot	14 89	4.29	1.26	20.44
Hardin	22.29	.....	1.90	24.19
Logan	21.44	.....	1.35	22.79
Champaign	16.06	.....	.68	16.74
Clarke	21.49	.....	2.74	24.23
Greene.....	5.35	.....	.69	6.04
Montgomery	5.84	.....	2.14	7.98
Totals	152.99	15.51	15.96	184.46

RAILWAYS OPERATED UNDER LEASE EMBRACED IN THIS REPORT.

Columbus, Springfield and Cincinnati Railroad, single main track	44.37
Aggregate of sidings and other tracks	2
Total (all in Ohio)	46.37

Weight of rail per yard on main track, 56 lbs. Gauge of road, 58 inches.

Road all ballasted with gravel. Ballasted since June 30, 1873, 20 miles.

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern Railway, at Sandusky and Clyde.

Mansfield, Coldwater and Lake Michigan Railroad, at Tiffin.

Baltimore, Pittsburgh and Chicago Railway, at Tiffin.

Pittsburgh, Ft. Wayne and Chicago Railway, at Forest.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Bellefontaine and Springfield.

Pittsburgh, Cincinnati and St. Louis Railway, at Urbana and Columbus.

Atlantic and Great Western Railroad, at Urbana.

Little Miami Railroad, at Columbus and London.

Do all trains on your roads stop at these crossings? Yes.

Are flagmen stationed at each? Crossing signals and flagmen at most.

Are your time-tables arranged to secure running connections with above named roads?

With most of them.

Number of highways crossed at grade, 134.

Miles of telegraph on line of road (not owned by company), 128.89.

Number of telegraph offices in stations on line, 18.

All operated jointly by railroad and telegraph company.

BRIDGES, TRETTLES, ETC.

Wooden bridges, 12; aggregate length, 2,134 feet; greatest age, 19 years.

Trestles, number not given; aggregate length, 1,725 feet; greatest age, 15 years.

Stations, etc.

Passenger and freight combined, 34; water and fuel, 16.

Engine-houses	5	Value	\$4,800 00
Shops for construction	1	"	14,500 00
" repairs	3	"	7,000 00

Fencing.

Miles of fencing on the road, 328.

Miles built within the year ending June 30, 1874, 12; cost per rod, about \$1.80.

Miles unfenced, both sides, 11.

Reasons why not completed: Are building.

EQUIPMENT.

	Number.	Average weight.	Average value.
Locomotives	32	*56,000 lbs.	*\$4,000 00
Express and baggage cars	7	23,000 "	350 00
Mail and smoking cars	6	.....	500 00
Passenger cars	23	29,000 "	600 00
Sleeping cars	3	29,000 "	1,000 00
Freight cars—box	333	17,500 "	250 00
" stock	66	16,000 "	250 00
" flat	168	14,000 "	175 00
" coal	333	15,000 "	175 00

Equipment all owned by company.

Average number of cars, including baggage cars, in passenger trains, 4.

 " " in freight trains: Cannot state.

Brake in use on passenger cars: Gardner & Ransom's air brake and common brake.

Method of bridging between passenger cars: Miller's platform.

Method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Heating apparatus firmly secured to protect against casualties by fire.

Means of lighting same: Candles and lamps.

Total number of persons employed in operating the road, 641.

* Including tenders.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 30 miles. Average rate, including stops, 25 miles.

Mail and accommodation—highest rate allowed, 27 miles. Average rate, including stops, 23 miles.

Freight trains—highest rate allowed, 15 miles. Average rate, including stops, 11 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (2 miles)	5 cents.	5 cents.
“ more than 2 and less than 30 miles	3.50 “	3 “
“ more than 30 and less than 100 miles	3.50 “	3 “
“ the whole length of the main road	3.50 “	2 “
“ through passengers (average)	2.566 cents.	

Is there an addition to ticket rates if fare is paid on trains? Not answered.

Amount charged in addition to regular passenger fare in sleeping or other cars on your road: For berth, \$1.50; section, \$3.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (6 miles)	36.66 cents.	8.33 cents.
“ more than 5 and less than 30 miles	12.58 “	3.15 “
“ more than 30 and less than 100 miles	6.73 “	1.83 “
“ the whole length of the main road	3.43 “	.80 “
“ through freight	4.71 “	.76 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms? United States Express Company—E. M. Matthews, Division Supt., Cleveland—contract 8,000 lbs., \$50 per day, through and way; all over 8,000 lbs. to be paid for—through excess 50 cents, local 35 cents per 100 lbs.

No freight, transportation or other special lines run on our road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

[Length in miles and decimals.]

New iron rail—weight 56 lbs. per yard	1.75
Re-rolled iron	7.25
Spliced and mended iron	11.40
	<hr/> 20.40

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	318,591
“ freight trains	399,274
“ construction and other trains	61,804
	<hr/> 779,669

Cars.

Passenger, express and baggage	1,027,170
Freight and caboose	3,983,720
In construction and other trains	741,648
Empty cars (included in freight car mileage)	5,752,538

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, non-fatal	\$50 00
“ loss and damage of goods and baggage	541 22
“ animals killed—13 horses	\$1,193 33
1 mule	33 00
16 cattle	393 15
15 sheep	40 00
	1,659 48

Amount claimed, unsettled and in litigation for injuries: Not answered.

FUEL CONSUMED.

Wood, 13,974 9-16 cords; cost, \$41,710.30. Coal, 5,581½ tons; cost, \$20,827.02.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	255,467
Average number carried in each car per trip: Can not state.	
Total mileage, or number carried one mile	6,613,488
Average number of miles traveled by each	25.89
“ amount received for each	\$0 83.646
“ amount per mile received for each	03.23

Freight.

Tons carried—Through	159,536
Local	161,810
	321,246
Average tons in each loaded car per trip	10
Total movement, or tons carried one mile	14,472,716
Average amount received for each ton	\$1 37.17
“ amount per mile received for each	03.045

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	97,031	30.20
Stone, lime, sand, etc	5,327	1.66
Ores	5,153	1.61
Pig and bloom iron	2,176	.68
Other iron castings	585	.18
Lumber and other forest products	52,531	16.35
Live stock	15,940	4.96
Grain	17,215	5.37
Other agricultural products	5,442	1.69
Flour	4,846	1.51

	Tons.	Per cent.
Provisions (beef, pork, lard, etc.)	70	....
Manufactures, including agricultural implements	3,868	1.20
Merchandise	86,662	26.97
Miscellaneous	22,469	6.99
Supplies for company's use	2,031	.63
Total	321,346	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS

From passenger transportation—Through	\$55,203 68	
Local	158,484 73	
		\$213,688 41
From freight transportation—Through	162,874 98	
Local	277,936 35	
		440,811 33
From mail		26,263 82
“ express		24,052 32
“ all other sources of income, including rents, etc		26,321 33
Total earnings		\$731,137 21

OPERATING EXPENSES.

Maintenance of way and structures	\$122,686 25	
Station expenses, buildings, etc	85,101 89	
Maintenance of cars	50,059 09	
Machine shops, fuel, tools, etc	9,832 22	
Motive power	161,686 07	
Conducting transportation	42,232 04	
General expenses—		
Taxes	\$18,251 16	
Other general expenses	106,638 42	
	124,889 58	
Total operating expenses, being 81.59 per cent. of earnings		596,587 14
Net earnings		\$134,550 07
Additional net earnings of 24.10 miles leased		69,214 23

AMOUNTS PER MILE (188.77) OPERATED.

Earnings	\$3,873 16
Operating expenses	3,160 39
Net earnings	712 77
“ per mile for 24.10 leased, not operated	2,871 96

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

Increase of floating debt	\$63,407 23
Other receipts	21,200 50
Total	\$84,607 73

PAYMENTS.

Interest on bonds	\$161,133 00
Dividends, rate six per cent. on preferred stock.....	25,731 00
Applied to sinking fund	5,291 04
Lease of Columbus, Springfield and Cincinnati Railroad.....	80,000 00
Construction of new work	6,995 21
Additional equipment.....	7,526 00
Additional real estate.....	3,443 59
Total	\$290,119 84

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock, common.....	\$4,005,750 00	
Less owned by company.....	258,150 00	
		\$3,747,600 00
Preferred stock and scrip.....	429,037 45	
Bonds—Sandusky City and Indiana.....	350,000 00	
Sandusky, Dayton and Cincinnati.....	804,000 00	
Cincinnati, Sandusky and Cleveland	1,072,300 00	
Cincinnati, Sandusky and Cleveland bond scrip.....	1,212 40	
Interest on bonds and dividends on preferred stock	85,433 50	
Sinking fund installment.....	5,000 00	
Taxes.....	13,110 64	
Bills payable.....	93,038 01	
Loans and discounts.....	108,662 88	
Wood and tie certificates	36,089 82	
Columbus, Springfield and Cincinnati Railroad rental.....	26,612 30	
Profit and loss	3,685 49	
		\$6,775,782 49

ASSETS.

Railway, equipment, etc	\$6,165,270 02	
Supplies	50,107 60	
Columbus, Springfield and Cincinnati R. R. Co. stock (par)	505,750 00	
Sinking fund trustees	694 70	
Cash at transfer and coupon agencies.....	2,679 64	
Uncollected earnings	33,729 02	
Individual accounts	7,395 44	
Cash.....	10,156 07	
		\$6,775,782 49

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

November 13, 1873. J. W. Dammi, passenger, at Columbus, injured by collision of witch engine with passenger train.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Jno. S. Farlow	Boston, Massachusetts.
Isaac D. Farnsworth	" "
N. W. Pierce	" "
J. G. C. Dodge	" "
Elisha C. Litchfield	New York City.
William Wilshire	Cincinnati, Ohio.
J. H. Thomas	Springfield, Ohio.
George J. Anderson	Sandusky, Ohio.
J. D. Chamberlin	" "
Jno. S. Farlow, President	Boston, Massachusetts.
Wm. Wilshire, Vice-President	Cincinnati, Ohio.
G. T. Benedict, General Manager	Sandusky, Ohio.
D. W. C. Brown, " (since August, 1874)	" "
L. H. Lewis, Auditor	" "
J. L. Moore, Treasurer and Secretary	" "
Charles Howard, General Superintendent	Springfield, Ohio.
J. M. Sanborn, Master Mechanic	Sandusky, Ohio.
J. R. Stranghan, Chief Engineer	Springfield, Ohio.
H. M. Bronson, General Ticket Agent	Sandusky, Ohio.
O. B. Lockwood, Assistant General Freight Agent	" "

State of Ohio, County of Erie, ss :

D. W. C. Brown, General Manager of the Cincinnati, Sandusky and Cleveland Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

D. W. C. BROWN, *General Manager.*

Subscribed and sworn to before me, this 23d day of September, A.D. 1874.

J. L. MOORE, *Notary Public.*

CINCINNATI AND SPRINGFIELD RAILWAY COMPANY.

[ROAD ALL IN OHIO—OPERATED UNDER LEASE BY THE C. C. C. AND I. RY CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$5,000,000 00
Par value of shares.....	50 00
Total paid in and issued.....	\$1,100,000 00

Amount paid in per mile 48.80	22,540 99
-------------------------------------	-----------

No transfer office or agency out of this State.

DEBT.

1st mortgage 7 per cent. bonds, due April, 1901	\$2,000,000 00
2d“ 7 “ “ “ January, 1902	588,254 50

Amount of funded debt.....	2,588,254 50
Increase since June 30, 1873	\$177,254 50
Amount of floating debt, not secured by mortgage as reported by lessees, due them.....	611,292 68
Increase since June 30, 1873	\$296,767 72
Total debt, funded and floating	3,199,547 18
Increase since June 30, 1873.....	474,022 22
Amount per mile, 48.80.....	65,564 49

Total of paid-in stock and debt.....	\$4,299,547 18
Total amount per mile, 48.80	\$88,105 48

ROAD EQUIPMENT, ETC.

Cost of right of way, construction and equipment.....	\$3,848,339 38
Cost per mile, 48.80	\$78,859 41

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from junction with Marietta and Cincinnati Railroad at Ludlow's Grove, Hamilton county, to Dayton.....	48.80
Aggregate of sidings, etc.....	9.26
Total length laid with rail.....	58.06

All in Ohio, and distributed as follows :

County.	Main Track.	Sidings, etc.	Total.
Hamilton.....	10.78	3.19	13.97
Butler.....	19.74	3.30	23.04
Warren.....	4.32	.62	4.94
Montgomery	13.96	2.15	16.11
Totals	48.80	9.26	58.06

MAIN TRACK UNDER LEASE OR CONTRACT. (EMBRACED IN THIS REPORT).

Of the Cincinnati and Baltimore Railway.....	6.60
“ Cincinnati and Indiana Railroad	1 10
“ Cincinnati, Sandusky and Cleveland Railroad—Dayton to Springfield.....	24.
Total	31.70
Aggregate of sidings and other tracks	3 84
Total track.....	35.54

EQUIPMENT.

		Average Weight.	Average Cost.
Locomotives	16	*60,000 lbs.	*\$7,000 00
Express and baggage cars	6	29,000 “	1,875 00
Passenger cars	15	36,000 “	4,430 00
Freight cars	300	16,000 “	557 00
Other cars.....	10	18,000 “	2,100 00

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE'30.

RECEIPTS.

From sale of bonds not heretofore issued.....	\$177,254 50
“ increase of floating debt, advances by lessee, interest on bonds, etc....	296,767 72
“ lessee for rent of road, being net earnings, as reported by them.....	21,168 90
Total.....	\$495,191 12

EXPENDITURES.

Interest on bonds, paid by lessee	\$175,480 00
Expenses of organization.....	1,000 00
Lease of 24 miles of Cincinnati, Sandusky and Cleveland Railroad, Dayton to Springfield, at 35 per cent. of gross earnings of that portion of road, paid by lessee	60,214 23
Additional real estate.....	56,175 18
Total	\$301,869 41

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock.....	\$1,100,000 00
1st mortgage bonds.....	2,000,000 00
2d “ “	588,250 50
Cleveland, Columbus, Cincinnati and Indianapolis Railway Company advances	611,292 68
	<u>\$4,299,547 18</u>

ASSETS.

Railway, equipment, etc	\$3,648,339 38
Bills receivable.....	1,110 00
Cincinnati, Hamilton and Dayton Railroad	699 37
Cash	5,314 73
Balance.....	444,083 70
	<u>\$4,299,547 18</u>

*Including tenders.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
R. M. Shoemaker.....	Cincinnati, Ohio.
J. H. Kinney.....	" "
Seth Evans.....	" "
George Eustis.....	" "
R. H. Shoemaker.....	" "
H. B. Hurlbut.....	Cleveland, Ohio.
J. H. Devereux.....	" "
H. B. Payne.....	" "
Augustus Schell.....	New York City.
R. M. Shoemaker, President.....	Cincinnati, Ohio.
J. H. Devereux, Vice-President.....	Cleveland, "
R. H. Shoemaker, General Superintendent.....	Cincinnati, "
M. C. Shoemaker, Treasurer and Secretary.....	" "

State of Ohio, Hamilton County, ss :

R. H. Shoemaker, General Superintendent of the Cincinnati and Springfield Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

(Signed)

R. H. SHOEMAKER, *General Superintendent.*

Subscribed and sworn to before me, this 13th day of October, A.D. 1874.

[SEAL]

M. C. SHOEMAKER, *Notary Public.*

REPORT OF THE CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY, LESSEE.

OPERATED UNDER LEASE—(EMBRACED IN THIS REPORT).

Cincinnati and Springfield Railway, main track.....	80.50
Aggregate of sidings and other tracks.....	13.10
Total	93.60

Steel rail in use, 43 miles.

Weight of rail per yard on main track, 57 lbs.; gauge of road, 57½ inches.

Road all ballasted with gravel.

RAILROADS CROSSED AT GRADE.

Atlantic and Great Western Railroad, at Dayton.

Cincinnati, Hamilton and Dayton Railroad, at Dayton.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with above named roads?

No.

Number of highways crossed at grade in Ohio, 75.

Miles of telegraph on line of road (not owned by company), 80.50.

Number of telegraph offices in stations on line, 12.

“ “ stations operated by company, 12.

“ operated jointly by railroad and telegraph company, 10.

BRIDGES, STATIONS, ETC.

Bridges.

Wood bridges, 30; aggregate length, 3,201 feet; greatest age, 3 years.

Stations, etc.

Passenger, 7; freight, 3; combined, 21; total, 31.

Water, 6; fuel, 2; total, 8

Engine-houses, 2; value, \$8,000.00.

No shops for construction and repairs.

Fencing.

The road is all fenced; cost, not kept.

Built within the year ending June 30, 10 miles; cost per rod, \$1.55.

EQUIPMENT—ENTIRE LINE.

	Number.	Average Weight.	Average Cost.
Locomotives.....	16	*60,000 lbs.	*\$7,000 00
Express and baggage cars	6	29,000 “	1,875 00
Passenger cars.....	15	36,000 “	4,430 00
Freight cars.....	300	16,000 “	557 00
Other cars.....	10	18,000 “	2,100 00

Average number of cars, including baggage cars in passenger trains, 8.

“ “ “ in freight trains, 20.

Brake in use on passenger cars, Westinghouse air-brake.

Method of bridging between passenger cars: Miller platform.

“ heating passenger, sleeping, parlor and drawing-room cars run on your road: “Safety Stove,” and “Baker's Heater.”

Means of lighting same: Candles.

Total number of persons employed in operating the road, 537.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 35 miles; average rate, including stops, 30 miles.

Mail and accomodation—highest rate allowed, 27 miles; average rate, including stops, 22 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 10 miles.

* Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :		Highest.	Lowest.
For the shortest distance carried (1 mile)		10 cts.	3 cts.
“ more than 8 and less than 30 miles		3 “	3 “
“ more than 30 and less than 100 miles		3 cts.	3 cts.
“ the whole length of the main road		3 “	3 “
“ through passengers		3 “	.75 “

No addition to ticket rates if fare is paid on trains.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on your road: For seat, 75 cents; berth, 75 cents; section, \$3.00; state-room, \$3.00.

FREIGHT.

Rate charged per ton per mile :		Highest.	Lowest.
For the shortest distance carried		5.50 cts.	3 cts.
“ more than 5 and less than 30 miles		5.50 “	3 “
“ more than 30 and less than 100 miles		5.50 “	3 “
“ the whole length of the main road		5.50 “	3 “
“ through freight		1.50 “	.70 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

The American and the United States, at about double first-class rates.

Name and post-office address of the principal agent or officer of each in Ohio:

H. S. Julier, Superintendent American Express, Cleveland.

E. M. Mathews, Superintendent United States Express, Cleveland.

What freight, transportation and other special lines run on your road?

Merchants' Dispatch, Great Western Dispatch, White Line Transit, Union Star Line, and Empire Transportation.

State terms as to rates, use of track, machinery, repair of cars, etc., with each:

White Line and Great Western Dispatch, co-operative, owned by the different railways in the line. The others about 10 per cent. on the business done by each.

Name and Post-office address of the principal agent or officer of each line:

O. B. Skinner, General Manager Merchants' Dispatch Cleveland, Ohio.

H. R. Duvall, “ “ Great Western Dispatch New York.

George Darling, “ “ White Line Buffalo, New York.

William Thaw, President Union Star Line Pittsburgh, Pa.

G. W. Ristine, Superintendent Empire Trans. Company Cleveland, Ohio.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

Re-rolled iron—weight 60 lbs. per yard..... 4 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	257,005
“ freight trains	285,215
“ construction and other trains	36,934

579,154

Cars.

Passenger	302,632	
Expres and baggage	214,620	
Freight	3,621,000	
Caboose	116,280	
Empty cars, not kept.		4,254,532

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to persons, fatal and non-fatal	\$1,485 50
“ loss and damage of goods and baggage	4,332 16
“ animals killed—10 horses, 46 cattle, 5 sheep, and 32 hogs	1,496 00
Amount claimed, unsettled and in litigation for injuries to persons: Not known.	

FUEL CONSUMED.

Wood, 2,896 cords; cost, \$10,136. Coal, 13,204 tons; cost, \$35,463 50.

DOINGS IN TRANSPORTATION.

Passengers

Number carried of all classes	218,902
Average number carried in each car per trip	28
Total mileage, or number carried one mile	6,107,007
Average number of miles traveled by each	27.90
“ amount received for each	\$1 11.72
“ amount per mile received for each	04 00

Freight.

Tons carried—Through	278,682	
Local	91,910	
		370,592
Average tons in each loaded car per trip		10
Total movement, or tons carried one mile		20,561,501
Average amount received for each ton		\$0 98.29
“ amount per mile received for each		01.772

Supplies for company's use not included in above figures.

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	77,529	19.6
Stone, lime, sand, etc	8,796	2.2
Petroleum	5,001	1.3
Ores	3,197	.8
Pig and bloom, railroad and other iron and castings	11,592	2.9
Lumber and other forest products	24,576	6.3
Live stock	16,852	4.3
Grain	30,437	7.7
Other agricultural products	29,164	7.4
Flour	7,411	1.9
Provisions (beef, pork, lard, etc)	14,167	3.6
Manufactures, including agricultural implements	32,215	8.2
Merchandise	109,355	27.7
	370,592	93.9
Supplies for company's use	21,295	6.1
Total	394,887	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through.....	\$75,994 55	
Local	168,220 10	
		\$244,714 65
From freight transportation—Through.....	242,890 64	
Local	121,350 15	
		364,249 79
From mail		23,176 13
“ express		29,417 84
Total earnings		\$661,558 41

OPERATING EXPENSES.

Maintenance of way and structure	\$137,599 11	
“ cars	45,977 26	
Motive power	21,256 74	
Conducting transportation.....	414,444 16	
General expenses—taxes	21,082 24	
Total operating expenses, being 97.72 per cent. of earnings.....		\$640,389 51
Net earnings		\$21,168 90

AMOUNT PER MILE (80.50) OPERATED.

Earnings.....	\$8,218 12
Operating expenses.....	7,955 15
Net earnings	262 97

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof :

July 21, 1873. John Makee, Cincinnati, killed ; struck by locomotive when walking on track ; inquest by Coroner Maley ; no blame to company.

August 24, 1873. Frank Bundy, yard brakemen, Dayton, killed ; caught between two freight cars, attempting to couple ; inquest by J. Keens, coroner ; no blame to company.

August 29, 1873. R. S. Bennett, killed ; attempted to get on moving passenger train, fell under ; inquest by Coroner Maley ; no blame to company ; coroner claims to have papers showing suicide as the cause.

September 2, 1873. Michael Burke, Springfield, killed ; walking on track ; stepped in front of locomotive ; inquest by Coroner Huffman ; no blame to company.

September 25, 1873. Wm. Shadwick, brakeman, Kyle's Station, killed ; fell from freight train while switching cars ; inquest by Coroner W. B. Hiddings ; no blame to company.

December 5, 1873. H. Bauman, Dayton, injured ; walking on track, was struck by locomotive ; one leg cut off.

January 14, 1874. E. Stockett, Cincinnati, killed ; stepped in front of freight train in yard, and was struck by locomotive ; inquest held by Coroner P. F. Maley ; verdict, accidental death ; no blame to company.

February 27, 1874. J. Hollenbaugh, brakemen, Middletown, injured ; arm broken while coupling cars ; want of caution.

March 17, 1874. Andy Franklin, Miamisburg Station, found dead on track: supposed suicide; was very intemperate: inquest by M. Cassidy; verdict, accidental death: no blame to company.

March 19, 1874. Andrew Harris, Ludlow's Grove, severely injured, by being struck by passing train while asleep near the rails intoxicated.

April 14, 1874. H. Richardson, switchman, Springfield, injured while coupling; right arm broken.

April 25, 1874. B. Dorn, Middletown Station, fatally injured; playing on cars, fell off and died from injuries received; no inquest.

May 9, 1874. Anglin Gees, found dead on track near Dayton: supposed to have been struck by train; was seen on track intoxicated and warned off: inquest by J. Kunz, coroner; verdict, killed by train; no blame to company.

May 16, 1874. H. M. Reynolds, Harris' Station, killed; walking on track toward train, was struck by locomotive; inquest by Coroner Kunz; verdict, killed while walking carelessly on track; no blame to company.

RECAPITULATION.

Killed—Employees—From misconduct or want of caution	2
Others—On track and trespassing	8
Total	10
Injured—Employees—From misconduct or want of caution	2
Others—On track and trespassing	2
Total	4

NAMES AND RESIDENCE OF OFFICERS OF LESSEE.

A. Ely, Auditor	Cleveland, Ohio
E. S. Flint, General Superintendent	" "
R. H. Shoemaker, Assistant Superintendent	Cincinnati, "
L. S. Young, Master Mechanic	Cleveland, "
F. Ford, Chief Engineer	" "
S. F. Pierson, General Ticket Agent	" "
L. Hills, General Freight Agent	" "

State of Ohio, County of Cuyahoga, ss:

J. H. Devereux, President of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, lessee of the Cincinnati and Springfield Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

J. H. DEVEREUX, *President.*

Subscribed and sworn to before me, this 22d day of September, A.D. 1874.

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

CINCINNATI AND WHITEWATER VALLEY RAILWAY COMPANY.

[ROAD INCLUDED IN LINE OF WHITEWATER VALLEY RAILROAD COMPANY.]

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive :

Right of way.....	\$5,736 03
Civil engineering.....	1,729 52
Grading and masonry.....	114,634 84
Bridges.....	27,000 00
Timber and ties.....	4,054 18
Iron rails, chairs and spikes.....	21,102 98
Locomotives, (1).....	10,150 65
Interest and discount.....	822 67
Contingent expenses.....	819 35
Real estate.....	24,893 60
Total	\$210,943 82
Per mile (2.10)	\$100,449 44

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$200,000 00	
Amount subscribed.....	200,000 00	
Par value of shares.....	50 00	
Amount paid in—common		\$20,000 00
“ per mile (2.10)	9,523 81	
Stock all held and owned by residents of Ohio, June 30, 1874.		
No transfer office or agency out of Ohio.		

DEBT.

Funded debt, \$200,000 1st mortgage 7 per cent. bonds, due Oct. 1873, issued.....	174,000 00
Amount of floating debt, not secured by mortgage	48,972 16
Total debt, funded and floating	\$222,972 16
Amount per mile (2.10)	106,177 22
Total of paid in stock and debt	\$242,972 16
Total per mile (2.10)	115,700 03

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from North Bend to Valley Junction	2.10
Aggregate of sidings, etc .....	.40
Total length laid with rail	2.50
All in Hamilton county.	

BRIDGES.

One wood, Howe truss, over Big Miami River; length, 500 feet. Built within the year ending June 30.

FENCING.

Now being constructed.

RAIL LAID WITHIN THE YEAR ENDING JUNE 30.

New iron rail—weight 60 lbs. per yard, 2.50 miles.

EQUIPMENT.

One locomotive—weight, 70,000 lbs; cost, \$10,150.15.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.	
From subscriptions to stock	\$20,000 00
" sale of bonds not heretofore issued	174,000 00
" increase of floating debt.....	48,972 16
" lessee for rent of road.....	6,515 00
" all other sources of income for the year.....	342 25
Total	<u>\$249,821 41</u>

EXPENDITURES.	
Interest on bonds.....	\$6,884 94
Construction, etc.....	175,899 57
Equipment.....	10,150 65
Real estate.....	24,893 60
Total	<u>\$217,828 76</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.	
Assessments on stock.....	\$20,000 00
Bonds of 1873 issued.....	174,000 00
Bills payable.....	12,778 65
Other liabilities.....	36,193 51
	<u>\$242,972 16</u>
ASSETS.	
Cost of road	\$189,927 91
Real estate	42,893 60
Equipment	10,150 65
	<u>\$242,972 16</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
D. A. Dwight.....	Cincinnati, Ohio.
Chapman Dwight.....	"
Wm. Dwight, Jr.....	"
H. M. Britton.....	"
J. W. Sherwood.....	"
M. Nichols	"
H. Prentiss	"

OFFICERS.	POST-OFFICE ADDRESS.
D. A. Dwight, President	Cincinnati, Ohio.
H. M. Britton, Vice-President...	"
H. Prentiss, Treasurer and Secretary	"

State of Ohio, County of Hamilton, ss :

H. Prentiss, Secretary and Treasurer of the Cincinnati and Whitewater Valley Railroad Company, being duly sworn, deposes and says, that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, 1874.

(Signed)

H. PRENTISS, *Secretary and Treasurer.*

Subscribed and sworn to before me, this 14th day of November, 1874.

[SEAL,]

J. B. HYATT, *Notary Public.*

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY.

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Cleveland via Delaware to Columbus.....	138	
“ Delaware to Springfield.....	50	
“ Galion via Bellefontaine to Indianapolis.....	203.75	391.75
Double main track.....	18	
Aggregate of sidings and other tracks.....	92.50	110.50
Total length of track laid with rail.....		502.25

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$15,000,000 00	
Total paid in and issued		\$14,991,692 75
Increase since June 30, 1873.....	42 75	
Amount paid per mile (391.75)	38,263 52	
Proportion for Ohio (307.75 miles).....	11,777,137 03	
Stockholders, residents of Ohio, 252.		
Amount of stock held and owned by them June 30.....	595,100 00	
Location of transfer office or agency out of Ohio, New York City.		
Number of shares transferred within the year at such office, 134,146.		

DEBT.

Cleveland, Columbus and Cincinnati Railroad Company,		
1st mortgage 7 per cent. bonds, due \$25,000 each year ...	\$249,000 00	
Cleveland, Columbus, Cincinnati and Indianapolis Railway,		
1st mortgage 7 per cent. bonds, due May, 1899	2,967,000 00	
Bellefontaine and Indiana Railroad, 1st mortgage 7 per cent.		
bonds, due January, 1874 to 1899	448,000 00	
Amount of funded debt		\$3,664,000 00
Increase since June 30, 1873.....	\$664,000 00	
Amount of floating debt, not secured by mortgage		187,969 81
Decrease since June 30, 1873	\$677,315 02	
Total debt—funded and floating	3,851,969 81	
Decrease since June 30, 1873	13,315 02	
Amount per mile (391.75)	9,832 72	
Proportion for Ohio (307.75 miles)	3,026,019 58	
Total of paid-in stock and debt.....		\$18,843,662 56
Total amount per mile (391.75).....	\$48,101 24	
Total proportion for Ohio (307.75 miles)	14,803,153 61	

COST OF ROAD, EQUIPMENT, ETC.

All kept in construction account, total	\$17,197,216 38
Cost per mile (391.75).....	\$43,898 52
Proportion for Ohio (307.75 miles)	13,509,769 53
Value of real estate owned by company, exclusive of road-way, estimated	100,000 00

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Main track from Cleveland to Columbus	138	138
“ “ Delaware to Springfield.....	50	50
“ “ Galion to Indianapolis	203 75	119 75
Total single main track	391.75	307.75
Double main track	18	18
Aggregate of sidings, etc.....	92 50	69 62
Total length laid with rail.....	502 25	395.37

Length in Ohio, distributed as follows:

County.	Main track.	Double track.	Sidings, etc.	Total.
Cuyahoga	15.88	13	26.04	54 92
Lorain	27.71	..	5.17	32 88
Huron	14.74	..	1.87	16 61
Richland	15.78	..	3.37	19.15
Crawford	9.34	5	6.50	20.84
Morrow	26.11	..	1.46	27.57
Delaware	32.16	..	6.24	38 40
Franklin.....	11 69	..	2.74	14 43
Union	17.87	..	1.17	19 04
Madison	12	..	..	.12
Champaign	10.61	..	.78	11.39
Clarke.....	10.58	..	2.89	13.47
Marion	30.57	..	2.84	33.41
Hardin	9 17	..	1.11	10.28
Logan	29.55	..	3.54	33.09
Shelby.....	26.30	..	1.69	27.99
Darke	19.57	..	2.21	21.78
Totals	307.75	18	69.62	395.37

Steel and "capped" rail in use entire line..... 189.57

Weight of rail per yard on main track, 60 pounds; gauge of road, 57½ inches.

Road in Ohio all ballasted with gravel.

RAILROADS CROSSED AT GRADE IN OHIO.

Lake Shore and Tuscarawas Valley Railway, at Grafton.

Lake Erie Division Baltimore and Ohio Railroad, at Shelby.

Mansfield, Coldwater and Lake Michigan Railroad, at Vernon.

Pittsburgh, Fort Wayne and Chicago Railway, at Crestline.

Atlantic and Great Western Railroad, at Galion, on Indianapolis and Columbus Divisions.

Atlantic and Great Western Railroad, at Marion.

Cincinnati, Sandusky and Cleveland Railroad, at Springfield.

" " " " at Bellefontaine.

Pittsburgh, Cincinnati and St. Louis Railway, at Columbus.

C. C. and I. C. Div. " " at Milford Centre.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with above named roads? —.

Number of highways crossed at grade in Ohio 278

Miles of telegraph on line of road..... 391

" owned by company..... None.

Number of telegraph offices in stations on line..... 40

" " stations operated by company..... 4

" operated jointly by railroad and telegraph company 34

BRIDGES, STATIONS, ETC., IN OHIO.

Bridges.

Wood..... 19 Aggregate length..... 1,795 feet.

Iron..... 5 " " 616 "

Combination None.

Stone..... 9 " " 824 "

Total 3,235 "

Built within the year ending June 30 (included above), as follows :

Scioto River, La Rue, iron, post diagonal truss 127 feet.

Stillwater Creek, Ansonia, iron, triangular truss, 3 spans 163 "

Cnyahoga River, Cleveland, iron, post diagonal truss, draw ... 210 "

Buck Creek, Moorfield, wood, Howe truss..... 145 "

Greatest age of bridges—wood, 14 years; iron, 24 years.

Stations, etc.

Passenger, 16; freight, 15; combined, 45. Total, 76.

Water, 14; fuel, 12. Total, 26.

Engine-houses, 6. Value, \$44,500.

Shops for construction and repairs, 3. Value, \$75,000.

Fencing.

Road all fenced.

Rebuilt within the year ending June 30, post and board, 28 miles; cost per rod, \$1.55.

EQUIPMENT—ENTIRE LINE.

	Number.	Average weight.	Average cost .
Locomotives	131	*60,000 lbs.	*\$7,000 00
Express and baggage cars.....	17	29,000 "	1,875 00
Passenger cars	37	36,000 "	4,430 00
Drawing-room and sleeping cars	12	42,000 "	9,300 00
Freight cars	3,251	16,000 "	557 00
Other cars.....	66	21,500 "	802 50

* Including tenders.

Average number of cars, including baggage cars in passenger trains, 8.

“ “ in freight trains, 30.

Brake in use on passenger cars: Westinghouse air brake.

Method of bridging between passenger cars: Miller platform

Method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Baker heater and safety stoves.

Means of lighting same: Candles.

Total number of persons employed in operating the road 3,011

Proportion for Ohio..... 2,364

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed 35 miles.

Average rate, including stops 30 “

Mail and accommodation—highest rate allowed 27 “

Average rate, including stops 22 “

Freight trains—highest rate allowed 15 “

Average rate, including stops..... 10 “

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	10 cents.	3 cents.
“ more than 1 and less than 30 miles	3.50 “	3 “
“ more than 30 and less than 100 miles	3.50 “	3 “
“ the whole length of the main road in Ohio.....	3.50 “	3 “
“ through passengers.....	3 “	0.75 “

No addition to ticket rates if fare is paid on trains.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on your road: For seat, 75 cents; berth, \$1 00; section, \$3.00; state-room, \$3.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	5.50 cents.	3 cents.
“ more than 5 and less than 30 miles.....	5.50 “	3 “
“ more than 30 and less than 100 miles.....	5.50 “	3 “
“ the whole length of the main road in Ohio.....	5.50 “	3 “
“ through freight.....	1.50 “	0.70 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

American Express Company; United States Express Company. About double first-class rates.

Name and post-office address of the principal agent or officer each in Ohio:

H. S. Julier, Superintendent, American Express, Cleveland; E. M. Matthews, Superintendent, United States Express, Cleveland.

What freight, transportation and other special lines run on your road?

Merchants' Dispatch, Great Western Dispatch, White Line Central Transit, Union Star Line, and Empire Line.

Same terms as to rates, use of track, machinery, repair of cars, with each.

White Line and Great Western Dispatch, co-operative, owned by the different railways in the lines; other lines 10 per cent. on the business.

Name and post-office address of the principal agent or officer of each line:

O. B. Skinner, General Manager, Merchants' Dispatch, Cleveland, Ohio.

H. R. Duvall, " Great Western Dispatch, New York city.

George Darling, " White Line, Buffalo, N. Y.

Wm. Thaw, President, Union Star Line, Pittsburgh, Pa.

F. J. Firth, General Manager, Empire Transportation Company, Philadelphia, Pa.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Re-rolled iron rail.....	34	miles.
Spliced and mended iron	23 50	"
Steel rail, weight 60 lbs. per yard.....	39.57	"
Total	97.09	"

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	757,227	
" freight trains.....	3,299,135	
" construction and other trains.....	139,742	
	<hr/>	4,196,104

Cars.

Passenger.....	2,334,625	
Express and baggage.....	1,186,342	
Freight	29,894,567	
Caboose	1,176,246	
In construction and other trains	Not kept.	
Empty cars	Not kept.	
	<hr/>	34,591,780

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries in Ohio to passengers, to employes, and to others, fatal and non-fatal.....	\$22,246 91
For loss and damage of goods and baggage, entire line	16,419 21
" animals killed in Ohio—32 horses	\$2,645 75
2 mules	250 00
113 cattle	1,890 75
40 sheep	92 50
19 hogs.....	54 50
	<hr/>
	4,933 50

Amount claimed, unsettled and in litigation for injuries in Ohio to persons: Not known.

FUEL CONSUMED.

Wood, 46,068 cords; cost, \$159,039.81. Coal, 82,604 tons; cost, \$265,267.50.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	524 660
Average number carried in each car per trip	28
Total mileage, or number carried one mile	26,659,633
Average number of miles traveled by each	50.80
" amount received for each	\$1 52.91
" amount per mile received for each	3 01

Freight.

Tons—Through	1,041,982	
Local	516,632	
		*1,558,614
Average tons in each loaded car per trip		10
Total movement, or tons carried one mile		254,401,262
Average amount received for each ton		\$2 11.40
" amount per mile received for each		1.295

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	204,459	11.8
Stone, lime, sand, etc	94,620	5.5
Petroleum	23,909	1.4
Ores	10,333	.6
Pig and bloom iron, railroad iron, castings, etc	22,929	1.3
Lumber and other forest products	188,355	10.8
Live stock	122,131	7
Grain	293,089	16.9
Other agricultural products, cotton and tobacco	61,533	3.5
Flour	169,316	6.3
Provisions (beef, pork, lard, etc)	64,491	3.7
Manufactures, including agricultural implements	65,668	3.8
Merchandise	297,691	17.2
	1,558,614	....
Supplies for Company's use	176,804	10.2
Total	1,735,418	100

EARNINGS, OPERATING EXPENSES, ETC., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through	\$330,110 94	
Local	472,163 23	
		\$802,274 17
From freight transportation—Through	\$2,233,344 92	
Local	1,060,941 17	
		3,294,286 09
From mail		82,788 75
" express		82,431 31
" all other sources of income, including rents, etc		172,218 66
Total earnings		\$4,433,998 98

* The above figures do not include supplies for company's use.

OPERATING EXPENSES.

Maintenance of way and structures	\$759,315 28
“ cars	309,540 71
Motive power	177,052 89
Conducting transportation	2,021,068 44
General expenses—	
Taxes—Ohio	\$131,890 34
“ Indiana	17,622 11
	149,518 45
Total operating expenses, being 77.05 per cent. of earnings	\$3,416,495 77
Net earnings	\$1,017,503 21

AMOUNTS PER MILE (391.75) OPERATED.

Earnings	\$11,318 44; proportion for Ohio (307.75 miles)....	\$3,483,249 91
Operating expenses	8,721 11; “ “	2,683,921 60
Net earnings	2,597 33; “ “	799,328 31

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of bonds not heretofore issued	\$694,000 00
--	--------------

PAYMENTS.

Interest on bonds	\$244,823 11
Interest on floating debt (about 6 per cent. per annum)	36,376 09
Dividends, rate $3\frac{1}{2}$ per cent. on common stock	524,660 50
Bonds of the Company canceled	30,000 00
Floating debt liquidated	677,315 02

Lease of Cincinnati and Springfield Railway: After paying expenses and interest, the Cincinnati and Springfield Railway Company have the net earnings.

Construction of new work, additional equipment and real estate, all kept in construction account	474,509 98
Total	\$1,987,684 61

GENERAL BALANCE SHEET, JULY 1, 1874.

LIABILITIES.

Capital stock	\$15,000,000 00
Less amount owned by Company	8,307 25
	\$14,991,692 75
C. C. and C. R. R. 1st mortgage bonds	249,000 00
B. and I. R. R. 1st mortgage bonds	448,000 00
“ “ 1st “ “ old, past due	2,000 00
I. P. and C. R. R. 1st mortgage bonds, old, past due	1,000 00
“ “ 2d “ “ “ “	1,000 00
C. C. C. and I. R'y, 1st “ “	2,967,000 00
New York dividends—unpaid	9,149 78
Bills payable	349,557 82
Bills audited	352,262 75
Surplus	1,145,538 73
	\$20,516,201 00

ASSETS.

Construction	\$17,197,346 38
Materials on hand	397,184 69
Cash in hands of treasurer	184,959 73
Due from railroad companies, agents, etc	338,040 81
Indianapolis and St. Louis Railroad stock and bonds.....	1,050,743 40
Cincinnati and Springfield Railway bonds.....	464,000 00
“ “ “ advances	611,292 78
Columbus Union Depot Company's bond.....	48,700 00
Springfield and Illinois South Eastern Railway bonds.....	3,000 00
Scioto and Hocking Valley Railroad bonds.....	2,000 00
Empire Transportation Company stock.....	17,892 86
Merchants' Dispatch Company stock	25,000 00
Real estate.....	46,900 41
Stocks and bonds of other companies.....	129,235 77
	<hr/> \$20,516,201 83

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

ON COLUMBUS DIVISION—CLEVELAND TO COLUMBUS.

July 5, 1873. C. McMahon, Galion yard, fatally injured; came upon track from behind standing freight train, and was run over by locomotive moving a freight train; died following day; no inquest.

July 10, 1873. Timothy Eagan, Cleveland, fatally injured by turning of swing bridge under which he was asleep; died in a few hours; no inquest.

August 9, 1873. Daniel Erne, employe, Cleveland, instantly killed; attempted to pass from caboose to engine; fell from tender; inquest held, verdict, "His own fault."

August 20, 1873. J. Burrows, brakeman, Delaware, fatally injured; attempted to get on moving caboose, slipped and fell under it; died from injuries same day; no inquest.

August 23, 1873. F. Rebeck, Rockport; found dead on track; supposed to have been drunk and struck by train; inquest held, verdict in accordance with statement.

October 6, 1873. Charles Wagner, Crestline; injured in attempting to get on moving locomotive; fell under it; had one leg cut off; his own fault.

November 1, 1873. M. Sleeting, Berea, instantly killed; drunk, and walking on double track, was struck by locomotive; inquest, verdict in accordance with statement.

November 8, 1873. James V. Barkduff, conductor, Grafton; killed attempting to couple cars; was caught between them; his own fault; no inquest.

December 23, 1873. John Steiger, Galion, killed; walking on double track, was struck by locomotive; inquest held and company exonerated from blame.

February 3, 1874. A. Hitchcock, Cleveland; instantly killed; standing on track was struck by train; inquest held, verdict, "His own fault."

February 3, 1874. Charles Hitchcock, Cleveland, injured; while standing on track was struck by train; one hand cut off; his own fault

February 18, 1874. James Miller, brakeman, instantly killed; fell under moving train; inquest held and company exonerated from blame.

April 14, 1874. George A. Hoffman, Cleveland, instantly killed; was drunk and while

walking on double track was struck by locomotive; inquest held and company exonerated from blame.

April 23, 1874. A. Barban, Cleveland, fatally injured; attempted to climb over moving freight train, had foot crushed, and death resulted from amputation; his own fault.

INDIANAPOLIS DIVISION—GALION TO UNION.

August 6, 1873. Thomas Harris, passenger on freight train; fell from train at Harper and was killed; cause not known; had left caboose and gone on top of train; no inquest.

August 26, 1873. J. Flagley, fireman, near Bellefontaine; fatally injured by falling from locomotive; died from injuries August 29; did not know himself how it happened.

September 21, 1873. W. Miller, conductor of freight train; killed by falling from caboose which ran off track near Quincy; no inquest.

June 15, 1874. Wm. Kelley, Ansonia; killed by locomotive while sitting on track asleep; was in habit of getting drunk and supposed to be so at time; no inquest.

CINCINNATI DIVISION—DELAWARE TO SPRINGFIELD.

November 28, 1873. Frank Williams, brakeman, Moorefield; killed by falling from caboose of freight train while climbing on top; inquest by Coroner W. B. Huffman; verdict, accidental death.

January 13, 1874. Robert Hewett, brakeman, Mechanicsburg; killed by falling from freight train; no inquest; want of caution.

February 27, 1874. M. Lynch, conductor, Ostrander; one leg and shoulder severely injured by being caught between cars while coupling; his own fault.

RECAPITULATION.

Killed—Passenger—From misconduct or want of caution.....	1
Employee—From causes beyond his control.....	1
“ misconduct or want of caution.....	7
Others—On track and trespassing.....	9
Total	18
Injured—Employee—From misconduct or want of caution.....	1
Others—On track and trespassing	2
Total	3

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
J. H. Devereux	Cleveland, Ohio.
H. B. Hurlbut.....	“ “
Stillman Witt.....	“ “
W. S. C. Otis	“ “
R. P. Ranney	“ “
L. M. Hubby	“ “
R. M. Shoemaker.....	Cincinnati, Ohio.
H. E. Parsons	Ashtabula, Ohio.
W. H. Upson	Akron, Ohio.
P. H. Watson	New York City.
S. L. M. Barlow	“ “
F. Schuchardt.....	“ “
W. B. Dnncean	“ “

J. H. Devereux, President	Cleveland, Ohio
H. B. Hurlbut, Vice-President	" "
A. Ely, Auditor	" "
Geo. H. Russell, Treasurer and Secretary	" "
E. S. Flint, General Superintendent	" "
L. S. Young, Master Mechanic	" "
Frank Ford, Chief Engineer	" "
S. F. Pierson, General Ticket Agent	" "
Lucien Hills, General Freight Agent	" "

State of Ohio, County of Cuyahoga, ss :

H. B. Hurlbut, Vice-President of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

[Signed]

H. B. HURLBUT, *Vice-President.*

Subscribed and sworn to before me, this 28th day of August, A. D. 1874.

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY.

[ROAD ALL IN OHIO—OPERATED BY A. AND G. W. R. R. CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,759,200 00	
Par value of shares	50 00	
Total amount paid and issued.....		\$2,759,200 00
Amount paid in per mile (123.35).....	22,368 87	
Stockholders residents of Ohio, 8.		
Amount of stock held and owned by them June 30.....	700 00	
No transfer office or agency out of Ohio.		

DEBT.

1st mortgage 7 per cent. bonds, due August 1, 1893.....	\$740,500 00	
2d " 7 " " " September 15, 1864	100 00	
3d " 7 " " " September 15, 1876	654,500 00	
Hubbard Br. 7 " " " July 15, 1873	72,500 00	
Niles and New Lisbon Railway 7 per cent. bonds, due January 1, 1890	500,000 00	
Amount of funded debt		\$1,967,600 00
Amount per mile (123.35).....	\$15,951 36	
Total of paid-in stock and debt.....		\$4,726,800 00
Total amount per mile (123.35).....	38.320 23	

COST OF ROAD, EQUIPMENT, Etc.

Right of way, construction, etc.....	\$4,526,777 03	
Cost per mile (123 35).....	\$36,698 64	
Value of real estate owned by company, exclusive of roadway	20,176 18	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Cleveland to Youngstown.....	67	
" Youngstown to State line	13	
" Niles to New Lisbon.....	35 60	
" Vienna Junction to Vienna	7.75	
Total length of single main track.....	123.350	

Main track constructed, double gauge	47.519
" constructed with 3 rails, 1.316 miles; extra rail equivalent in single track to .....	.655
Aggregate of single track sidings, etc.....	31.406
Sidings, etc., constructed, double gauge.....	14.839
Total equivalent length of rail	217.822

All in Ohio, and distributed as follows :

County.	Main track.	Branches.	Sidings, etc.	Double Gauge		Total.
				Main line.	Sidings.	
Cuyahoga.....	19.835	.....	15.143	*19.177	9.570	63.725
Geauga	1.793	.....	.....	1.793	.....	3.586
Portage	22.011	.....	2,846	22,011	2,846	49.714
Trumbull.....	19.043	20.735	8.408	5.196	2.423	55.805
Mahoning	4.318	20.351	4.539	.....	.....	29.208
Columbiana ...	.....	15.264	.520	.....	.....	15.784
Totals.....	67.	56.350	31.456	48.177	14.839	217.822

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

From lessee, for rent of road	\$522,349 64
" all other sources of income for the year	1,517 96
Total	\$523,867 60

EXPENDITURES.

Interest on bonds	\$102,523 14
Three dividends on stock, aggregating 12.75 per cent	354,110 52
Floating debt liquidated	578 51
Taxes	538 08
Expenses of organization.....	8,429 62
Right of way	6,754 48
Legal expenses	1,701 48
Total	\$474,935 83

GENERAL BALANCE SHEET, JULY 1, 1874.

LIABILITIES.

Capital stock	\$2,759,200 00
Stock scrip	591 43
Funded debt	1,967,600 00
Coupons.....	4,986 15
Real estate claims	10,000 00
Dividends.....	556 24
Profit and loss	\$349,929 71
	<u>\$5,092,863 53</u>

* Includes the .658 miles equivalent of extra rail in 3-rail track.

ASSETS.

Construction	\$4,526,777 03	
Canal contract	128,461 00	
Sinking fund	303,600 00	
Real estate and land contracts	22,145 67	
Personal accounts	600 00	
Unsettled claims	13,127 55	
Atlantic and Great Western Railroad Company, rental account	34,977 78	
Atlantic and Great Western Railroad Company, bond extension account	54,130 54	
Extended bonds	4,000 00	
Cash	5,043 96	
		\$5,092,863 53

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESSES.
Henry E. Parsons	Ashtabula, Ohio
Reuben Hitchcock	Painesville, "
Stevenson Burke	Cleveland, "
J. H. Devereux	" "
John Tod	" "
A. K. Spencer	" "
Charles Pease	" "
Samuel L. M. Barlow	New York City.
W. P. Ewing	" "
Henry E. Parsons, President	Cleveland, Ohio.
J. H. Devereux, Vice-President	" "
A. K. Spencer, Treasurer	" "
Charles Pease, Secretary	" "

State of Ohio, County of Cuyahoga, ss :

Charles Pease, Secretary of the Cleveland and Mahoning Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

CHAS. PEASE, *Secretary.*

Subscribed and sworn to before me, this 9th day of October, A.D. 1874.

[SEAL]

H. L. ROBINSON, *Notary Public.*

[ROAD ALL IN OHIO]

[Length in miles and decimals.]

From Hudson to Columbus.....	* 144.40	
“ Clinton to Massillon.....	12.50	
	<hr/>	156.90
Aggregate of sidings and other tracks		15.98
		<hr/>
Total length of track laid with rail.....		172.80

CONSTRUCTION ACCOUNT—DRESDEN BRANCH.

From Killbuck Station, via Warsaw, to Dresden 33 miles.

About three-fourths graded—from 36 miles south of Killbuck Station, Holmes county, to a point near 3 miles south of Warsaw, Coshocton county.

Expenditures up to June 30, 1874, inclusive:

Right of way and real estate.....	\$14,042 20
Civil engineering.....	4,276 85
Grading.....	97,175 94
Bridges and masonry.....	21,025 89
Superstructures.....	8,009 67
Timber and ties.....	3,843 96
Iron rails, chairs and spikes.....	51,954 81
Ballast.....	40 00
Clearing and grubbing.....	190 00
Contingent expenses.....	155 93
Total (on account of 33 miles).....	<u>\$200,715 25</u>

STOCK AND DEBT.

CAPITAL STOCK

Amount authorized—common.....	\$3,500,000 00	
preferred.....	500,000 00	
		\$4,000,000 00
Amount subscribed.....		1,825,900 00
Par value of shares.....		50 00
Amount paid in—common.....		1,274,865 14
preferred	451,450 00	
Total paid in and issued		\$1,726,315 14

* Three-eighths of a mile in the yard at Columbus not owned by company.

Increase since June 30, 1873.	\$163,523 22
Amount paid in per mile (145)	11,905 62
Stockholders residents of Ohio, 435.	
Amount of stock held and owned by them June 30	113,750 00
Location of transfer office or agency out of Ohio, 27 Pine street, New York.	
Number of shares transferred within the year at such office: None.	

DEBT.

1st mortgage 7 per cent. bonds, due January, 1900	\$1,350,000 00	
“ “ Columbus extension 7 per cent. bonds, due January, 1901	950,000 00	
“ “ Cass and Marvin 7 per cent. bonds	9,000 00	
Amount of funded debt		\$2,309,000 00
Apparent increase since June 30, 1873 (not then reported) ..	\$9,000 00	
Amount of floating debt, not secured by mortgage		749,708 67
Apparent increase since June 30, 1873 (none then reported) ..	\$749,708 67	
Total debt, funded and floating	3,058,708 67	
Apparent increase since June 30, 1873	758,708 67	
Amount per mile (145)	21,094 54	
Total of paid-in stock and debt		\$4,785,023 81
Total amount per mile (145)	\$33,000 16	

COST OF ROAD, EQUIPMENT, ETC.

Total (have not the items)	\$4,599,265 69
“ per mile (145)	\$31,719 07
Value of real estate owned by company, exclusive of road- way (estimated)	75,000 00

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track, from Hudson to Columbus*	144.04
“ Oxford Junction to Killbuck Bridge No. 1	† 3.62
Total single main track	147 66
Aggregate of sidings, etc	14.70
Total length laid with rail	162.36

All in Ohio, and distributed as follows:

County.	Main track.	Branches.	Sidings, etc.	Total.
Summit	27.41	.....	4.96	32 37
Wayne	24.59	.....	1.52	26.11
Holmes	28.84	† 3.62	2	34.46
Knox	35.92	.....	4.87	40.79
Licking .....	.25	.....	.....	.25
Delaware	14.73	.....	.72	15.45
Franklin	*12.30	.....	.63	12 93
Totals	144.04	3.62	14.70	162.36

*About three-eighths of a mile more to reach depot at Columbus not owned by company.

† Not operated; “switch tracks—nothing more than sidings.”

RAILWAYS OPERATED UNDER LEASE--(EMBRACED IN THIS REPORT).

Massillon and Cleveland Railroad, single main track	12.50
Aggregate of sidings and other tracks	1.20
Total (all in Ohio)	13.70

Weight of rail per yard on main track, 56 and 58 lbs. : gauge of road, 58 inches.

One hundred miles half ballasted with gravel.

RAILROADS CROSSED AT GRADE.

Atlantic and Great Western Railroad, at Akron.

Lake Shore and Tuscarawas Valley Railway, at Warwick Junction.

Pittsburgh, Ft. Wayne and Chicago Railway, at Orrville.

Lake Erie Division Baltimore and Ohio Railroad, at Mt. Vernon.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with above named roads?

No.

Number of highways crossed at grade, 153.

Miles of telegraph on line of road not owned by Company, 145.

Number of telegraph offices in stations on line, all operated jointly by railroad and telegraph company, 19.

BRIDGES, TRETTLES, ETC.

Bridges.

Wood	31	Aggregate length	2,706	feet.
Iron	1	Length	313	"
Stone	1	"	140	"
Total			3,159	"

One wood, low Howe truss bridge built within the year ending June 30, over Chippeway River, length

48 "

Greatest age of bridges—wood, 3 years; iron, 2 years.

Number of trestles, *42; aggregate length, *10,000 feet; greatest age, †10 years.

Stations, etc.

Passenger and freight combined, 25.

Water, 6; fuel, 5; combined, 5. Total, 16.

Engine-houses, 3; value, \$40,000.

Shops for construction and repairs, \$60,000.

Fencing.

Miles of fencing on the road, 210; total cost, \$45,000.

" built within the year ending June 30, 40; cost per rod, \$1.50.

" unfenced (both sides), 80.

Reasons why not completed: Have not the means.

* Small timbered openings, intended to be hereafter replaced by stone culverts, not included.

† Only one of this age, and it is now being rebuilt. All others are nearly new.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	*22	† 75,000 lbs.	† \$11,000
Express and baggage cars.....	‡ 13	25,000 "	1,500
Passenger cars.....	¶ 14	30,000 "	5,000
Drawing-room and sleeping cars	none.	.....	.....
Freight cars.....	595	18,000 "	650
Caboose	8	23,000 "	1,000

Locomotives, 6; included above, owned by Pennsylvania Company.

Terms of service, 10 per cent. per annum of actual cost.

Average number of cars, including baggage cars, in passenger trains, 4.

Average number of cars in freight trains, 13.

Brake in use on passenger cars: Westinghouse air, in part—part hand brake.

Method of bridging between passenger cars: portable platform.

Method of heating passenger cars run on your road: Safety stoves.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 462.

SPEED OF TRAINS PER HOUR.

Express pas-senger, highest rate allowed.....	30 miles.
Average rate, including stops.....	25 "
Mail and accommodation, highest rate allowed	20 "
Average rate, including stops.....	18 "
Freight trains, highest rate allowed.....	15 "
Average rate, including stops.....	14 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (2 mile).....	5 cents.	5 cents.
" more than 2 and less than 30 miles	3 "	3 "
" more than 30 and less than 100 miles	3 "	3 "
" the whole length of the main road.....	3 "	2.40 "
" through passengers	3 "	2.40 "

There is no addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	40 cents.	40 cents.
" more than 5 and less than 30 miles	23.66 "	4.50 "
" more than 30 and less than 100 miles	5 "	2.50 "
" the whole length of the main road	4.90 "	2 "
" through freight	2.80 "	1 "

*Two out of service. † Including tenders. ‡ Four out of service. ¶ Two out service.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what term? Union Express Company, \$40 per day.

Name and post-office address of the principal officer or agent in Ohio? No general officer in Ohio.

No freight, transportation other special lines run on our road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 56 lbs. per yard 17.60 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

No means of knowing.

Cars.

Passenger	253,726
Express and baggage	218,300
Freight	2,091,117
Caboose	88,714
In construction and other trains	51,972
Empty cars, included above in freight cars.	
	<hr/> 2,703,828

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries—to passengers, fatal and non-fatal	\$141 00
to employes, “ “	31 00
to others, “ “	12 00
“ loss and damage of goods and baggage	571 27
“ animals killed—cattle	\$20 00
sheep	40 00
	<hr/> 60 00

FUEL CONSUMED.

Have no means of ascertaining certainly. We run on an average 15 engines daily, consuming each, say 3 tons of coal per day, making 45 tons daily. This would be a fair approximate probably.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	242 913
Average number carried in each car per trip	25
Total mileage, or number carried one mile	4,608,662
Average number of miles traveled by each	18.97
“ amount received for each	\$0 54.26
“ amount per mile received for each	02.86

Freight.

Tons carried	271,886
Average tons in each loaded car per trip	7
Total movement, or tons carried one mile	10,473,095
Average amount received for each ton	\$0 98.93
“ amount per mile received for each	02.57

TONNAGE—CLASSIFIED.

	Tons.	Per cen
Coal	150,583	55.35
Stone, lime, sand, etc.....	12,151	4.46
Petroleum	1,461	.54
Ores	1,448	.53
Iron of all kinds.....	14,384	5.29
Lumber and other forest products.....	13,085	4.81
Live stock	7,122	2.61
Grain	12,167	4.47
Other agricultural products	1,123	.41
Flour.....	2,753	1.01
Provisions (beef, pork, lard, etc.)	2,707	.99
Manufactures, including agricultural implements	21,743	7.98
Merchandise	20,781	7.64
Miscellaneous	9,295	3.50
Supplies for company's use	1,083	.40
Total	271,886	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation.....	\$131,808 73
“ freight transportation	268,978 55
“ mail.....	8,114 08
“ express	11,730 00
“ all other sources of income, including rents, etc.....	931 77
Total earnings	\$421,563 13

OPERATING EXPENSES.

Maintenance of way and structures.....	\$90,675 09
“ of cars	25,327 66
Motive power	67,567 59
Conducting transportation	51,447 29
General expenses—	
Taxes.....	\$15,000 45
Other general expenses	39,565 19
	54,574 64
Total operating expenses, being 68.69 per cent. of earnings	269,592 27
Net earnings	\$131,970 86

AMOUNTS PER MILE (156.90) OPERATED.

Earnings	\$2,686 83
Operating expenses.....	1,845 71
Net earnings	\$841 12

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.	
From subscriptions to stock	\$163,523 22
“ increase of floating debt	431,575 32
Total	\$595,098 54

PAYMENTS.	
Interest on bonds	\$49,395 52
Lease of Massillon and Cleveland Railroad	20,000 00
Construction of new work	170,157 77
Additional equipment	114,500 00
Expended in construction of Dresden Branch	200,715 25
Total	\$595,098 54

GENERAL BALANCE SHEET JULY 31, 1874.

LIABILITIES.	
Common stock paid in	\$1,274,865 14
Preferred “	451,450 00
First mortgage bonds	1,350,000 00
“ “ Columbus Extension	950,000 00
Cass and Marvin bonds	9,000 00
Pennsylvania Railroad Company	669,208 67
Accounts payable	44,577 68
Coupons due July 1, 1874 (gold)	80,500 00
Due other companies	1,660 22
Miscellaneous liabilities	8,173 02
Profit and loss	35,797 48
	<hr/> \$4,875,232 21

ASSETS.	
Cost of road and equipment, main line	\$4,590,265 69
Expended on Dresden Branch	200,715 25
J. Edgar Thompson, President (for redemption of Cass and Marvin bonds)	10,000 00
Bills receivable	19,347 01
R. C. Hurd's estate	6,422 17
Due by other companies	1,760 97
“ station agents	6,329 34
“ United States Post-office Department	1,742 93
Cash in hands of treasurer	29,588 85
	<hr/> \$4,875,232 21

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

September 25, 1873. Ernest Fahrion, brakeman, near Akron: injured; fell from train while in motion, breaking arm; want of caution.

October 2, 1873. Mrs. Negley, passenger, at Killbuck: killed; fell between cars while in motion; want of caution. No inquest.

October 10, 1873. Christian Kramer, about two miles south of Akron: killed; stepped on track just ahead of train which was running at full speed; want of caution. No inquest.

October 31, 1873. Alexander, Porter, brakeman, at Cuyahoga Falls: injured while coupling cars; arm crushed; want of caution.

November —, 1873. Wm. Carr, not an employe, at Cuyahoga Falls: injured; hand crushed in attempting to couple cars; was making coupling voluntarily and without permission.

RECAPITULATION.

Killed—Passengers—From misconduct or want of caution	1
Others—On track and trespassing	1
Total	2
Injured—Employees—From misconduct or want of caution	2
Others—On track and trespassing	1
Total	3

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Thomas D. Messler	Pittsburgh, Pa.
Wm. Shaw	" "
Geo. B. Roberts	Philadelphia, Pa.
Hugh J. Jewett	New York City.
Sam'l Israel	Mt. Vernon, Ohio.
Chas. Cooper	" "
Mardenbro White	Gambier, "
Wm. M. Orr	Orrville, "
Isaac Harpster	Millersburg, "
Thos. D. Messler, President	Pittsburgh, Pa.
E. Mize, Auditor and General Ticket Agent	Mt. Vernon, Ohio.
J. D. Thompson, Treasurer	" "
J. S. Davis, Secretary	" "
G. A. Jones, Superintendent and General Freight Agent	" "
J. W. Holloway, Master Mechanic	Akron, "
J. N. Lewis, Chief Engineer	Mt. Vernon, "

State of Pennsylvania, County of Allegheny, ss:

Thomas D. Messler, President of the Cleveland, Mt. Vernon and Delaware Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

(Signed)

THOS. D. MESSLER, *President.*

Subscribed and sworn to before me, this 20th day of October, A. D. 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

CLEVELAND AND NEWBURGH RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$60,000 00	
Amount subscribed (error in 1873 report corrected).....	44,740 00	
Amount paid in—common.....		\$42,490 00
Increase (error in last report).....	\$750 00	
Amount paid in per mile (3.333).....	12,747 00	
Stockholders, all residents of Ohio, 30.		

DEBT.

1st mortgage 7 per cent. bonds, due \$2,000 each year, in May	\$16,000 00	
2d mortgage 7 per cent. bonds, due \$1,000 each year, in January	17,000 00	
Amount of funded debt.....		\$33,000 00
Amount per mile (3.333).....	\$9,900 00	
Decrease since June 30, 1873	3,000 00	
Total of paid in stock and debt		\$75,490 00
Total per mile (3.333).....	\$22,647 00	

COST OF ROAD, EQUIPMENT, Etc.

Right of way and construction	\$53,980 59	
Equipment	14,741 00	
Amount per mile (3.333).....	\$20,616 48	\$68,721 59
Value of real estate owned by company, exclusive of road- way	300 00	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Cleveland to Newburgh, 3.333. All in Cuyahoga county.
Weight of rail per yard, 45 lbs.; gauge 56½ inches.
Highways crossed at grade, 2.

BRIDGES, TUNNELS, ETC.

1 wood trestle bridge; length, 400 feet; age, 6 years.
1 stone tunnel; length, 30 feet.

STATIONS, ETC.

3 passenger; 2 water; 1 fuel.
1 shop for construction, repairs, etc.; value, \$1,000.

FENCING.

All fenced except through a deep cut, and through grounds recently allotted.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives.....	3	20,000 lbs.	\$2,570 00
" small	2	16,000 "	1,000 00
Passenger cars.....	2	8,000 "	650 00
Street cars.....	2	4,000 "	1,000 00

Brake in use: Common.

Dummy engines, heated by steam pipes passing through car.

Lighted by coal oil lamps.

Persons employed in operating road, 10.

Average speed, 10 miles per hour.

RATES OF TRANSPORTATION.

Passengers, one mile or less, 5 cents.

Through passengers, per mile, 3 cents.

No freight carried.

MILEAGE.

Miles run by dummy engines, 36,500.

FUEL CONSUMED.

Coal, 450 tons; cost, \$2,675.

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number carried of all classes.....	265,268
Average number carried in each car per trip	16
Total mileage or number carried one mile.....	795,804
Average number of miles traveled by each.....	3
" amount received for each	\$0 08.76
" amount per mile received for each.....	02.92

EARNINGS, OPERATING EXPENSES, ETC., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From transportation of passengers.....	\$23,248 67
--	-------------

OPERATING EXPENSES.

Maintenance of way and structures	\$1,257 57
Maintenance of cars.....	233 62
Motive power.....	3,498 19
Conducting transportation.....	6,559 14
General expenses—taxes.....	\$102 00
Other general expenses	1,529 54
	<hr/>
	1,631 54

Total operating expenses, being 56.68 per cent. of earnings	\$13,180 06
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Net earnings	<hr/> \$10,068 61
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AMOUNTS PER MILE (3.333) OPERATED.

Earnings.....	\$6,974 60
Operating expenses.....	3,954 02
Net earnings.....	3,020 58

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Interest on bonds.....	\$2,520 00
Dividends, rate, 10 per cent. on common stock.....	4,174 00
Bonds of the company canceled.....	3,000 00
Construction of new work.....	61 08
Total.....	<u>\$9,755 08</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock.....	\$44,740 00
Mortgage bonds.....	33,000 00
Personal accounts.....	21 00
Surplus account.....	8,189 28
	<u>\$85,950 28</u>

ASSETS.

Construction.....	\$53,930 59
Tools.....	172 89
Engines.....	9,710 00
Discount on bonds.....	6,640 00
Teams.....	931 00
Office furniture.....	466 02
Cars.....	4,100 00
Cash on hand and in bank.....	2,292 84
Plank road.....	2,525 64
Personal accounts.....	5,031 30
Bills receivable.....	100 00
	<u>\$85,950 28</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

August 1, 1873. Mrs. Moriarty, passenger; leg broken in jumping from rear platform of car while in motion. Her own fault

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Joseph Turney.....	Cleveland, Ohio.
H. Garretson.....	"
William Edwards.....	"
A. R. Mitchell.....	"
Stillman Witt.....	"
J. H. Wade.....	"
George W. Howe.....	"
Joseph Turney, President and Superintendent.....	"
A. J. Hamilton, Treasurer and Secretary.....	"

State of Ohio, County of Cuyahoga, ss :

Joseph Turney, President of the Cleveland and Newburgh Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A D. 1874.

(Signed)

JOSEPH TURNEY, *President.*

Subscribed and sworn to before me, this 8th day of August, A.D. 1874.

[SEAL.]

E. T. HAMILTON, *Notary Public.*

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

[ROAD OPERATED BY PENNSYLVANIA COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$11,250,854 00
Par value of shares	50 00
Total amount paid in and issued—common	\$11,243,117 20
Increase since June 30, 1873.....	2,435 04
Amount paid in per mile (199.75).....	56,285 95
Proportion for Ohio (184.75 miles).....	10,398,829 26
Stockholders, residents of Ohio, 304.	
Amount of stock held and owned by them June 30, 1874 ..	2,997,350 00
Location of transfer office or agency out of Ohio—New York City.	
Number of shares transferred within the year at such office, 134,909.	

DEBT.

2d mortgage 7 per cent. bonds, due September 1, 1873.....	*\$500 00
3d “ 7 “ “ May 1, 1875	1,252,000 00
4th “ 6 “ “ January 1, 1892.....	1,096,000 00
4th “ —scrip issues.....	† 8,843 63
Consolidated 7 per cent. bonds, due November 1, 1900.....	1,457,000 00
Construction and equipment 7 per cent. bonds, due January 1, 1913.....	600,000 00
Amount of funded debt.....	\$4,444,343 63
Apparent increase since June 30, 1873.....	\$36,843 63
Amount per mile (199.75).....	22,249 53
Proportion for Ohio (184.75 miles).....	4,110,600 30
Amount of floating debt, not secured by mortgage	None.
Total of paid-in stock and debt.....	\$15,687,460 83
Total amount per mile (199.75)	78,535 48
Total proportion for Ohio (184.75 miles).....	14,509,429 56

COST OF ROAD, EQUIPMENT, Etc.

Construction	\$12,640,796 21
Equipment.....	2,884,140 50
Other items of cost not included in above	157,860 02
Cost per mile (199.75)	\$78,512 12
Proportion for Ohio (184.75 miles)	14,505,114 17

* Past due and outstanding. Funds provided for its redemption.

† Omitted last year through misapprehension.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Main track from Cleveland, Ohio, to Rochester, Pa.....	123.75	108.77
“ “ Yellow Creek, Ohio, to Bellaire, Ohio.....	43.25	43.25
“ “ Bayard, Ohio, to New Philadelphia, Ohio.....	32.75	32.75
Total single main track.....	199.75	184.77
Double main track.....	3	3
Aggregate of sidings, etc.....	61	53
Total length laid with rail.....	263.75	240.77

Length in Ohio, distributed as follows:

County.	Main track.	Double track.	Sidings, etc.	Total.
Cuyahoga	17	1.525	20.226	38.751
Summit	11.90	.....	2.205	14.105
Portage	21.90	.....	4.505	26.405
Mahoning .....	.80	.....	.....	.800
Stark	10	.....	2.670	12.670
Columbiana	45.35	1.350	14 043	60.743
Carroll	11.90	.....	.704	12.604
Tuscarawas.....	16.20	.....	1.650	17.850
Jefferson	38.92	.125	4.430	43.475
Belmont.....	10.80	.....	2.567	13.367
Totals.....	184.77	3.	53.	240.77

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Increase of stock by conversion of old to guaranteed stock.....	\$2,435 04
Sale of bonds not heretofore issued	569,000 00
Lessee for rent of road	\$786,896 27
“ “ interest on bonds, etc	317,322 50
“ “ expense of organization.....	10,000 00
“ “ sinking fund.....	43,137 00
“ “ paid interest on improvements to leased track of Pittsburgh, Ft. Wayne and Chicago Railway ..	* 13,895 20
	\$1,171 250 97
Total	\$1,742,686 01

EXPENDITURES.

Interest on bonds	\$317,322 50
Dividends, rate 7 and 10 per cent. on common stock.....	786,777 38
Bonds of the company canceled	† 541,000 00
Expense of organization.....	9,403 60
Lease of Pittsburgh, Ft. Wayne and Chicago Railway: interest on im- provements of leased track	13,895 20

* Under conditions of lease a part of rental, but is paid directly to the Pittsburgh, Ft. Wayne and Chicago Company.

† Includes \$43,137, expenditures from sinking fund.

Expenditures in closing up business previous to lease, net amount	\$10,455 19
Construction of new work (increase of account)	12,757 34
Total	<u>\$1,691,611 21</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES	
Capital stock	\$11,230,750 00
Scrap issues outstanding	12,367 20
Total stock	<u>\$11,243,117 20</u>
2d mortgage bonds	500 00
3d " "	1,252,000 00
4th " "	1,096,000 00
4th " " —scrip issues	8,843 63
Mortgage bonds of 1900	\$1,560,500 00
Less sinking fund bonds	73,500 00
	<u>1,487,000 00</u>
Construction and equipment bonds	600,000 00
Net earnings	406,602 31
Guaranteed income	92,994 04
Due and unpaid on dividends and coupons	86,917 29
Due to railroads and individuals	169,574 78
	<u>\$16,443,549 26</u>
ASSETS.	
Construction	\$12,640,796 21
Equipment	2,884,140 50
Machinery and tools	97,513 15
Personal property	43,433 15
Telegraph line	16,913 72
Cash in treasurer's hands and at New York agencies	130,494 13
Stocks and bonds of railroad companies	107,500 00
Due from railroads and individuals	294,738 47
Material account Pennsylvania Railroad Company, lessee ..	228,019 92
	<u>\$16,443,549 26</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
J. N. McCullough	Pittsburgh, Pa.
B. F. Jones	"
Thos. A. Scott	Philadelphia, Pa.
John B. Trevor	New York City.
S. J. Tilden	"
Chas. Lanier	"
Geo. W. Cass	"
Isaac Kip	"
Larz Anderson	Cincinnati, Ohio.
J. V. Painter	Cleveland, Ohio.
Jas. F. Clark	"
R. P. Ranney	"
J. N. McCullough, President	Pittsburgh, Pa.
Geo. A. Ingersoll, Treasurer and Secretary	"

State of Ohio, County of Cuyahoga, ss :

George A. Ingersoll, Secretary of the Cleveland and Pittsburgh Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

G. A. INGERSOLL, *Secretary.*

Subscribed and sworn to before me, this 29th day of August, A.D. 1874.

[SEAL.]

L. P. CARR, *Notary Public.*

REPORT OF THE PENNSYLVANIA COMPANY, OPERATING.

CHARACTERISTICS, ETC.

RAILWAYS OPERATED UNDER LEASE—(EMBRACED IN THIS REPORT).

	Length.	In Ohio.
Main line Cleveland and Pittsburgh Railroad, Cleveland, Ohio, to Rochester, Pa.	123.75	108.75
River Division Cleveland and Pittsburgh Railroad, Yellow Creek, Ohio, to Bellaire, Ohio.	43.25	43.25
Tuscarawas Branch Cleveland and Pittsburgh Railroad, Bayard, Ohio, to New Philadelphia, Ohio.	32.75	32.75
Track Pittsburgh, Ft. Wayne and Chicago Railway, Rochester, Pa., to Pittsburgh.	26	.....
Total.	225.75	184.75
Double main track.	3	3
Aggregate of sidings and other tracks—Owned by Company.	61	53
“ “ “ “ Private.	20 50	18
Total.	310.25	258.75

No steel rail in use.

Weight of rail per yard on main track, 60 lbs.

Gaugo of road, 58 inches.

Road in Ohio all ballasted with gravel and cinder.

Ballasted since June 30, 1873, 33.64 miles with gravel, and 11.71 with cinder.

RAILROADS CROSSED AT GRADE IN OHIO.

Pittsburgh, Fort Wayne and Chicago Railway, at Alliance.

Atlantic and Great Western Railroad, 3½ miles north of Ravenna Station.

Atlantic and Great Western Railroad, Mahoning Division, 1 mile north of Newburgh.

Lake Shore and Michigan Southern Railway, Cleveland yard.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, Cleveland yard.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio, 244.

Miles of telegraph on line of road: Owned in common by Cleveland and Pittsburgh Railroad Company and Western Union Telegraph Company, 199.75.

Number of telegraph offices in stations on line, 46.

" " stations operated by Company, 12.

" operated jointly by railroad and telegraph company, 34.

BRIDGES, TUNNELS, ETC., IN OHIO.

Bridges.

Wood.....	63	Aggregate length.....	5,042 feet.
Iron	2	" "	278 "
Stone.....	12	" "	1,350 "
Arch culverts	24	" "	1,167 "
			<hr/> 7,837 "

Built within the year ending June 30, 5 wood, designated as follows:

No. 27.....	V bridge	32 feet.
" 7.....	Howe truss (double track).....	30 "
" 8.....	"	26 "
" 60.....	"	67 "
" 61.....	"	67 "

Greatest age of bridges—wood, 11 years; iron, 7 years.

Tunnels—1 brick; length, 1,010 feet.

Stations, etc.

Passenger, 13; freight, 8; combined, 39. Total, 60.

Water, 20; fuel, 6. Total, 26.

Engine-houses, 10 Value ——.*

Shops for construction and repairs, 3. Value ——.*

Fencing.

Miles of fencing on your road, 300. Total cost: \$——.

Miles built within the year ending June 30, 22.80. Cost per rod, \$2.15.

Miles unfenced (both sides), 70, more than three-fourths of which is on the River Division and Tuscarawas Branch, where the proximity of the bluffs and river makes fencing impracticable. The balance is mainly through city and village corporations.

EQUIPMENT—ENTIRE LINE.

	Number.	Average weight.	Average cost.
Locomotives	97	† 56,500 lbs.	† \$12,743
Express and baggage cars	22	No data.	1,428
Passenger cars	43	"	3,564
Caboose cars.....	45	"	1,060
Freight cars.....	2,970	"	625
Other cars.....	171	"	188

All of the equipment is the property of the lessor, used under the conditions of the lease.

* Built many years since. We have no data from which to make estimate.

† Including tenders.

Average number of cars, including baggage cars, in passenger trains.....	5.57
“ “ in freight trains	28.75
Brake in use on passenger cars: Westinghouse air-brake.	
Method of bridging between passenger cars: A cleated wooden bridge.	
Method of heating passenger cars run on your road: Common bituminous coal stoves, except seven coaches, which are heated by stove and flue combination, known as “Dripp’s Heater,” burning anthracite coal.	
Means of lighting same: Candles.	
Total number of persons employed in operating the road, entire line.....	1,719
Proportion for Ohio	1,551

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed	33 miles.
Average rate, including stops	28 “
Mail and accommodation—highest rate allowed	26 “
Average rate, including stops.....	20 “
Freight trains—highest rate allowed.....	15 “
Average rate, including stops.....	10 “

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:	
For the shortest distance carried (two miles).....	5 cents
“ more than 8 and less than 30 miles	3.75 “
“ more than 30 and less than 100 miles	3.50 “
“ the whole length of the main road in Ohio	3.25 “
“ through passengers.....	1.37 “
“ emigrants	1.12 “

Is there any addition to ticket rates if fare is paid on trains? Yes.

No sleeping cars run on this road.

FREIGHT.

Rate charged per mile:			
		Highest.	Lowest.
For the shortest distance carried (1 mile).....	*140	cents.	80 cents.
“ more than 5 and less than 30 miles.....	18	“	11 “
“ more than 30 and less than 100 miles.....	6	“	4 “
“ the whole length of the main road in Ohio	5	“	2.50 “
“ through freight	3.87	“	1.33 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Union Express Company. Same terms as previously reported, \$50,000 per annum ; accommodations on regular passenger trains furnished.

Name and post-office address of the principal agent in Ohio:

J. C. Schermerhorn, Cleveland.

What freight, transportation and other special lines run on your road? None.

* The same rate per 100 lbs. is charged for any distance up to 8 miles.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

New iron rail, weight, 60 lbs. per yard.....	21.300 miles.
Re-rolled iron	69 484 "
Total	90.784 "

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	369,638
" freight and mixed trains	1,286,991
" construction and other trains, including switching engines	613,213
	<u>2,269,842</u>

Cars.

Passenger, express and baggage.....	1,788,790
Freight and caboose	15,734,468
In construction and other trains.....	600,465
Empty cars.....	4,389,515
	<u>22,513,148</u>

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries, in Ohio, to passengers, fatal and non-fatal	\$15 00
" " " to employes, " "	3,047 44
" " " to others, " "	162 50
" loss and damage of goods and baggage, entire line.....	2,523 61
" animals killed in Ohio—24 horses, 3 mules, 121 cattle, 24 sheep, 6 hogs...	3,212 00

FUEL CONSUMED.

Wood, 8,269 cords; cost, \$23,828.35. Coal, 43,968 tons; cost, \$99,465.68.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes.....	634,692
Average number carried in each car per trip	26
Total mileage, or number carried one mile	20,147,440
Average number of miles traveled by each.....	29.42
" amount received for each	\$0 91.73
" amount per mile received for each.....	03.11

Freight.

Tons carried—Through	592,044
Local	1,142,487
	<u>1,734,531</u>
Average tons in each loaded car per trip	6.33
" " per mile per car.....	9.25
Total movement, or tons carried one mile.....	145,753,953
Average amount received for each ton	\$1 51.00
" amount per mile received for each.....	01.79

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	803,504	46.3
Stone, lime, sand, etc.....	43,130	2.5
Petroleum	30,257	1.7
Ores.....	337,672	22.3
Pig and bloom iron.....	51,452	.3
Railroad iron (iron and steel rails).....	25,921	1.4
Other iron and castings.....	43,416	2.5
Lumber and other forest products	59,688	3.5
Live stock	17,799	1.1
Grain	15,734	.9
Other agricultural products	12,577	.7
Flour	6,693	.4
Provisions (beef, pork, lard, etc)	3,188	.2
Manufactures, including agricultural implements.....	46,647	2.7
Merchandise	122,646	7.1
Supplies for company's use.....	61,207	3.7
Total.....	1,734,531	100.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through	\$184,964 71	
Local	443,163 61	
		\$628,128 32
From freight transportation—Through	\$1,263,181 67	
Local	1,351,309 41	
		2,614,491 08
From mail		21,221 95
“ express		57,000 67
“ all other sources of income, including rents, etc.		25,207 71
Total earnings.....		\$3,346,050 73

OPERATING EXPENSES.

Maintenance of way and structures.....	\$489,485 42	
Maintenance of cars	115,236 93	
Motive power.....	467,550 98	
Conducting transportation.....	389,347 51	
General expenses—		
Taxes—Ohio.....	\$31,213 99	
Pennsylvania	7,924 46	
Other general expenses	83,056 71	
		172,195 16
Total operating expenses, being 48.83 per cent. of earnings.....		\$1,633,816 00
Net earnings.....		\$1,712,234 73

AMOUNTS PER MILE (225 75) OPERATED.

Earnings	\$14,821 93; proportion for Ohio (181.75) miles.	\$2,738,351 57
Operating expenses	7,237 28; " " ..	1,337,087 48
Net earnings.....	7,584 65; " " ..	1,401,264 09

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Lease of Cleveland and Pittsburgh Railroad	\$1,171,250 97	
Lease of track, Pittsburg, Ft. Wayne and Chicago Railway between Rochester, Pa., and Pittsburg.....	85,000 00	\$1,256,250 97
Construction of new work.....		161,880 14
Additional equipment		129,520 72
Additional real estate		3,825 00
For account consolidated earnings as per contract with Pittsburg, Ft. Wayne and Chicago Railway Company.....		35,141 74
Total		\$1,586,618 57

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Bills and pay-rolls audited	\$193,850 52	
Due to railroad companies	236,182 78	
Due on sundry accounts	28,137 76	
Income account	946,865 35	
		\$1,410,036 41

ASSETS.

Cash.....	\$165,814 60	
Supplies	291,293 07	
Due from station agents	149,150 39	
Due from railroad companies.....	759,489 45	
Due from sundry sources	44,288 90	
		\$1,410,036 41

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 23, 1873. W. Lawton, conductor, Alliance; injured by breaking of pole while poling out cars.

July 29, 1873. John Leville, brakeman, Cleveland, injured; caught between cars while coupling, and two or three ribs broken; want of caution.

August 4, 1873. Edwin Farrel, Cleveland yard, injured; struck by moving train and left leg broken; leg amputated; his own fault.

August 11, 1873. Alpheus Jolley, train boy, Portland, injured; fell from side door of baggage car on account of giving way of rod over door; collar bone broken; beyond his control.

August 21, 1873. Chas. Raynor, brakeman, Macedonia; fatally injured by collision of parts of broken train, and died sometime after accident; beyond his control.

August 27, 1873. Wilber F. Dales, brakeman, Atwater, injured; caught between cars and thigh broken; his own fault.

September 11, 1873. Boy, Limaville, injured ; leg crushed by falling under train while getting on ; his own fault.

September 17, 1873. C. Petts, brakeman, Cleveland yard, injured ; fell before engine and had arm broken and foot crushed.

September 23, 1873. Hugh Ramsey, brakeman, Hudson, killed ; caught foot in guard rail and was run over by train ; no inquest reported.

September 26, 1873. George Russ, brakeman, Cleveland yard, injured ; foot caught in guard rail and had leg crushed ; amputation necessary.

October 13, 1873. Adam Solinger, brakeman, near Alliance, injured ; had foot crushed while getting on train after opening switch.

October 14, 1873. J. Hewett, brakeman, Ravenna, injured ; had foot crushed while coupling cars.

December 19, 1873. John Duffey, Mingo ; seriously injured by being struck while walking on track ; his own fault.

January 12, 1874. F. Frason, brakeman, near Rockville, injured ; lost a foot in consequence of collision between trains ; carelessness of employes of one of the trains.

March 13, 1874. Barney Murphy, Mingo, fatally injured ; was struck by train while walking on the track ; his own fault.

March 30, 1874. Theodore Richmond, brakeman, but off duty, Cleveland, fatally injured ; was struck by engine while walking on main track ; want of caution.

April 14, 1874. F. McNally, brakeman, Newburgh ; injured while poling cars by bending of pole.

June 22, 1874. William Jenny, near Newburgh, fatally injured ; struck by engine while walking on track ; inquest held and company exonerated from blame.

June 24, 1874. Thomas Devenna, brakeman, near Macedonia ; killed by falling between cars while passing over train in motion.

June 29, 1874. Michael Hanley, near Millport, fatally injured ; was struck by train while asleep on track ; his own fault.

RECAPITULATION.

Killed—Employes—From cause beyond their control.....	1
“ misconduct or want of caution.....	3
Others—On track and trespassing.....	3
Total.....	7
Injuries—Employes—From causes beyond their control.....	3
“ misconduct or want of caution.....	6
Others—On track and trespassing.....	4
Total.....	13

NAME AND RESIDENCE OF OFFICERS OF ROAD.

J. N. McCullough, General Manager.....	Pittsburgh, Pa.
R. F. Smith, Assistant General Manager.....	Cleveland, Ohio.
James Instan, Auditor.....	“ “
Geo. A. Ingersoll, Cashier.....	“ “
John Thomas, General Superintendent.....	“ “
N. E. Chapman, Master Mechanic.....	“ “
J. Linton, Chief Engineer.....	Ravenna, Ohio.
F. R. Myers, General Ticket Agent.....	Pittsburgh, Pa.
Wm. Stewart, General Freight Agent.....	“ “
Wm. Mullins, Purchasing Agent.....	“ “

State of Ohio, County of Cuyahoga, ss :

R. F. Smith, Assistant General Manager of the Pennsylvania Company, operating the Cleveland and Pittsburg Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D., 1874.

[Signed]

R. F. SMITH, *Assistant General Manager.*

Subscribed and sworn to before me, this 27th day of August, A.D., 1874.

[SEAL.]

L. P. CARR, *Notary Public.*

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY.

(ROAD OPERATED BY P. C. AND ST. L. R'Y CO.)

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$15,000,000 00	
Par value of shares	100 00	
Amount of old Companies' still unexchanged	67,137 24	
Amount issued—common	13,695,710 02	
Total paid in and issued		\$13,762,847 26
Increase since June 30, 1873.....	\$387,593 64	
Amount paid in per mile (580.70).....	23,700 44	
Proportion for Ohio (135.90 miles).....	3,220,889 80	
Stockholders residents of Ohio, 39.		
Amount of stock held and owned by them June 30, 1874..	54,800 00	
Location of transfer office or agency out of Ohio, New York.		
Number of shares transferred within the year at such office, 287,343.		

DEBT.

First mortgage 7 per cent. bonds	\$15,344,750 00	
Second " 7 "	5,582,400 00	
Convertible 7 " due February 1, 1890.....	3,893,000 00	
Income 6 "	85,574 00	
Amount of funded debt.....		\$24,905,724 00
Decrease since June 30, 1873	\$100 00	
Amount of floating debt not secured by mortgage		95,595 92
Decrease since June 30, 1873	\$19,409 28	
Total debt, funded and floating	25,001,319 92	
Decrease since June 30, 1873	19,509 28	
Amount per mile, (580 70)	43,053 76	
Proportion for Ohio (135.90 miles)	5,851,005 98	
Total of paid-in stock and debt		38,764,167 18
Total amount per mile (580.70)	\$66,754 20	
Total proportion for Ohio (135.90)	9,071,895 78	

COST OF ROAD, EQUIPMENT, Etc.

Right of way, construction and equipment	\$37,464,136 37
Cost per mile (580.70).....	\$64,514 47
Proportion for Ohio (135.90 miles).....	8,767,652 37

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]				
		Length.	In Ohio.	
Main track from Columbus, Ohio, to Chicago, Ill	314		103.70	
“ Bradford Junction, Ohio, to Indianapolis, Ind.....	104.20		32.20	
“ Richmond, Ind., to Anoka Junction, Ind.....	102.30		.....
“ Logansport, Ind., to Illinois State line.....	60.20		.....
Total single main track	580.70		135.90	
Double main track	7.30		.....
Aggregate of sidings, etc	72.50		24.20	
Total length laid with rail	660.50		160.10	

Length in Ohio, distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Franklin	13.52	5.86	19.38
Madison	4.54	.67	5.21
Union.....	13.05	.97	14.02
Champaign	30.36	5.32	35.68
Miami	22.06	6.74	28.80
Darke.....	46.68	4.37	51.05
Preble	5.69	.27	5.96
Totals	135.90	24.20	160.10

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Increase of stock issued*	\$387,593 64
Sale of convertible mortgage bonds not heretofore issued	56,000 00
From lessee for rent of road (as reported by them).....	1,227,440 86
Total	\$1,671,034 50

EXPENDITURES.

Applied to interest on bonds by lessee under terms of lease.....	\$1,227,440 86
Bonds of the company canceled	100 00
Floating debt liquidated.....	19,409 23
Added to cost of roadway, etc. (see note)	414,084 86
Total	\$1,661,035 00

* Being bonds, etc., of original companies, and constituting a part of cost of construction, etc.; convertible under terms of consolidation into stock of this, the C. C. and I. C. Company.

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock of old companies outstanding	\$67,137 24
Capital stock issued	13,695,710 02
Funded debt	24,905,724 00
Bills payable	95,595 92
	<hr/> \$38,764,167 18

ASSETS.

Construction, equipment and real estate	\$38,706,167 18
Convertible mortgage bonds owned by company	58,000 00
	<hr/> \$38,764,167 18

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

W. D. Thompson	New York City.
Adrian Iselin	" "
W. R. Fosdick	" "
W. Whiteright, Jr	" "
Walter S. Gurnee	" "
F. R. Fowler	" "
T. J. Thomas	Philadelphia, Pa.
W. Dennison	Columbus, Ohio.
B. E. Smith	" "
J. F. Bartlit	" "
Geo. B. Wright	" "
W. Jamison	" "
John Gardiner	Norwalk, "
John S. Newman	Indianapolis, Ind.
J. N. Converse	Union City, Ind.
B. E. Smith, President	Columbus, Ohio.
Gordon Moodie, Secretary and Treasurer	" "

State of Ohio, County of Franklin, ss :

Gordon Moodie, Secretary of the Columbus, Chicago and Indiana Central Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

GORDON MOODIE, *Sec'y.*

Subscribed and sworn to before me, this 10th day of September, A.D. 1874.

(SEAL.)

GEORGE DRIGGS, *Notary Public.*

COLUMBUS AND HOCKING VALLEY RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Columbus to Athens.....	76	
“ Logan to New Straitsville	13	
		<u>89</u>
Aggregate of sidings and other tracks.....		22.03
Total length of track laid with rail		<u>111.03</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,500,000 00	
Amount subscribed.....	1,855,250 00	
Par value of shares.....	50 00	
Total paid in and issued, common		\$1,855,250 00
Increase since June 30, 1873.....	\$282,487 50	
Amount paid in per mile (89)	20,845 50	
Stockholders residents of Ohio, 429.		
Amount of stock held and owned by them June 30, 1874...	1,614,350 00	

DEBT.

First mortgage 7 per cent. bonds, due Oct. 1, 1897.....	\$1,500,000 00	
Second “ 7 “ January, 1892.....	634,000 00	
Branch “ 7 “ July, 1880	300,000 00	
Amount of funded debt.....		\$2,434,000 00
Increase since June 30, 1873.....	207,000 00	
Amount of floating debt not secured by mortgage.....		80,207 88
Decrease since June 30, 1873.....	103,594 78	
Total debt, funded and floating	2,514,207 88	
Increase since June 30, 1873.....	103,405 22	
Amount per mile (89)	28,294 53	
Total paid-in stock and debt		<u>\$4,369,457 88</u>
Total amount per mile (89)	\$49,095 03	

COST OF ROAD, EQUIPMENT, Etc.

Right of way and fencing	\$117,822 29	
Construction	3,037,809 60	
Equipment.....	1,234,396 97	
Other items of cost not included in above	175,706 11	
		<u>\$4,565,734 97</u>
Cost per mile (89).....	\$51,300 39	
Value of real estate owned by Company, exclusive of road-way.....	133,893 21	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Columbus to Athens	76
“ “ Logan to Straitsville	13
Total single main track	89
Aggregate of sidings, etc.	22.03
Total length laid with rail	111.03

All in Ohio, and distributed as follows :

County.	Main track.	Branches.	Sidings, etc.	Total.
Franklin	16	.....	8.56	24.56
Fairfield	24	.....	3.46	27.46
Hocking	19	11	3.86	33.86
Athens	17	.....	3.18	20.18
Perry .....	.....	2	2.95	4.95
Totals	76	13	22.03	111.03

Steel rail in use, 38 miles.

Weight of rail per yard on main track—iron, 56 lbs.; steel, 60 lbs.

Gauge of road, 57½ inches.

Road all ballasted with gravel and broken stone.

RAILROADS CROSSED AT GRADE.

Little Miami Division Pittsburgh, Cincinnati and St. Louis Railway, at Columbus.
Cincinnati and Muskingum Valley Railway, at Lancaster.

Also spur track crosses Columbus, Chicago and Indiana Central Division, Pittsburgh, Cincinnati and St. Louis Railway, and Columbus, Springfield and Cincinnati Railroad, at Columbus.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? At Little Miami crossing only.

Are your time-tables arranged to secure running connections with above-named roads?
So far as possible.

Number of highways crossed at grade, 78.

Miles of telegraph on line of road, 89.

“ “ owned by Company and Western Union Telegraph Co. jointly, 89.

Number of “ offices in stations on line, 15.

“ “ stations operated by company, 5.

“ operated jointly by railroad and telegraph company, 10.

BRIDGES, TRESTLES, ETC.

Bridges.

Wood	11	Aggregate length.....	2,384 feet.
Iron	3	“ “	491 “
Combination	4	“ “	401 “
			3,276 “

Three McNairy & Claßen iron bridges built within the year ending June 30 ; location and length as follows :

Canal at Lancaster, 98 feet.

Canal and river at Lancaster, 210 feet.

Buckeye, 183 feet.

Greatest age of bridges— wood, 7 years ; combination, 2 years.

Trestles.

Number of trestles, 36 ; aggregate length, 2,624 feet ; greatest age, 7 years.

Stations, etc.

Passenger, 2 ; freight, 1 ; combined, 20 ; total, 23.

Water, 11 ; fuel, 4 ; total, 15.

Engine-houses, 6 ; value, \$31,536 93.

Shops for construction and repairs, 2 ; value, \$10,347.17.

Fencing.

Miles of fencing on your road, 165 ; total cost, *\$23,835.69

“ built within the year ending June 30, 1874, 10 ; cost per rod, \$1.50.

“ unfenced (both sides), about 15 or 20.

Reasons why not completed : Owners of adjoining lands have contracted to do the greater part of it.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives.....	29	†60,000 lbs.	†\$13,000 00
Express and baggage cars.....	3	28,000 “	2,433 00
Passenger cars.....	9	33,000 “	4,388 00
Freight cars.....	2,061	16,200 “	635 00
Caboose cars	14	.....	800 00

Not owned by the Company—freight cars, 861 ; owned by coal operators.

State terms of service : One cent mileage and usual repairs.

Average number of cars, including baggage cars, in passenger trains, 3.

“ “ “ in freight trains, 30.

Brake in use on passenger cars : Platform and Westinghouse air-brake.

Method of bridging between passenger cars : Plank.

“ heating passenger cars run on the road : Winslow's car stove.

Means of lighting same : Candles.

Total number of persons employed in operating the road, 500.

SPEED OF TRAINS PER HOUR.

Mail and accommodation—highest rate allowed, 30 miles. Average rate, including stops, 20 miles.

Freight trains—highest rate allowed, 15 miles. Average rate, including stops, 12 miles.

* A large portion of the fencing was included with right of way when contracts were made, so that its cost is charged to that account, and it is impossible to separate it satisfactorily. The amount given above is that for which cash was paid.

† Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile—		Highest.	Lowest.
For shortest distance carried (3 miles)		5 cents.	5 cents.
" more than 8 and less than 30 miles	3	"	3 "
" more than 30 and less than 100 miles	3	"	3 "
" through passengers.....	3	"	2.50 "
Is there an addition to ticket rates if fare is paid on trains? No.			

FREIGHT.

Rate charged per ton per mile :		Highest.	Lowest.
For the shortest distance carried (3 miles)		20 cents.	8 cents.
" more than 5 and less than 30 miles	17	"	3.50 "
" more than 30 and less than 100 miles	9.25	"	2.50 "
" through freight: No through freight but coal, which is carried at 1½ cents per ton per mile for five months, and 1¼ cents per ton per mile for seven months.			

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms? Adams Express Company. \$100 per month for use of car and services of baggage-master; 25 cents per 100 lbs. for freight transported less than 30 miles; 35 cents per 100 lbs. for freight transported over 30 miles.

Name and post-office address of the principal agent in Ohio: J. H. Rhodes, Superintendent Western Division, Cincinnati.

What freight, transportation and other special lines run on your road? None.

DOINGS FOR THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

Steel rail, weight 60 lbs. per yard	15
Re-rolled iron.....	10.40
	<hr/> 25.40

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	95,660
" freight trains	404,813
" mixed trains.....	16,276
" construction and other trains.....	4,000
	<hr/> 520,749

Cars.

Passenger	218,580
Express and baggage	94,400
Freight	3,794,872
Caboose.....	80,710
In construction and other trains	24,500
Empty cars	2,367,591
	<hr/> 6,580,653

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal	\$447 12
“ loss and damage of goods and baggage	822 56
“ animals killed—3 horses	\$148 50
34 cattle	738 55
4 sheep	11 95
13 hogs	43 50
Total	\$912 50
Amount claimed, unsettled and in litigation for injuries to persons: One case in court	10,000 00

FUEL CONSUMED.

Coal, 14,984 tons; cost, \$20,228.40.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	151,636
Average number carried in each car per trip	50.50
Total mileage, or number carried one mile	3,790,900
Average number of miles traveled by each	25
“ amount received for each	\$0 74.80
“ amount per mile received for each	02.992

Freight.

Tons carried—Through	92,135
Local	541,803
	<hr/>
	633,938
Average tons in each loaded car per trip	11.50
Total movement, or tons carried one mile	37,841,269
Average amount received for each ton	\$1 06 50
“ amount per mile received for each	01.78

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	549,052	86.61
Stone, lime, sand, etc	4,731	.73
Ores	14,746	2.31
Pig and bloom iron	11,558	1.83
Lumber and other forest products	11,949	1.88
Live stock	1,766	.27
Salt	1,794	.28
Flour and grain	10,949	1.77
Miscellaneous	26,293	4.15
Supplies for company's use	1,100	.17
Total	633,938	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through	\$13,227 80	
Local	100,195 82	\$113,423 62
From freight transportation—Through	\$90,156 44	
Local	585,118 74	\$675,275 18
From mail		7,293 30
“ express		5,948 70
“ all other sources of income, including rents, etc		3,526 74
Total earnings		\$805,467 54

OPERATING EXPENSES.

Maintenance of way and structures	\$167,546 68	
“ cars	30,869 94	
Motive power	30,767 00	
Conducting transportation	168,823 12	
General expenses—		
Taxes	\$10,836 62	
Other general expenses	54,180 99	\$65,017 61
Total operating expenses, being 57.48 per cent. of earnings		\$463,024 35
Net earnings		\$342,443 19

AMOUNTS PER MILE (89) OPERATED.

Earnings	\$9,050 20
Operating expenses	5,202 52
Net earnings	\$3,847 68

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to stock	\$232,487 50
“ sale of bonds not heretofore issued	207,000 00
Total	\$439,487 50

PAYMENTS.

Interest on bonds	\$167,843 75
“ floating debt	8,755 51
Dividends, rate 10 per cent. on common stock	168,165 00
Floating debt liquidated	103,594 78
Applied to sinking fund	15,000 00
Construction of new work	326,027 85
Additional equipment	80,057 65
“ real estate	6,901 95
Total	\$876,376 49

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.		
Capital stock	\$1,855,250 00	
Bonds issued (30 year 7 per cent. 1st mortgage).....	1,500,000 00	
“ “ (10 “ 7 “ 2d “).....	300,000 00	
“ “ (20 “ 7 “ 2d “).....	634,000 00	
Due to agents	12,461 24	
“ connecting roads	6,104 91	
Bills payable	80,207 88	
Due individuals.....	18,630 30	
Dividends unpaid	657 50	
Income account (net earnings).....	240,398 56	
		\$4,647,790 39
ASSETS.		
Cash on hand	\$40,238 10	
Construction—main line.....	2,768,934 61	
“ Straitsville branch.....	251,677 50	
“ Suow Fork and Monday Creek branch	21,036 85	
Equipment	1,234,396 97	
Real estate	133,893 21	
Tools and machinery.....	24,673 11	
Right of way and fencing	117,822 29	
Telegraph line.....	4,279 61	
Bills receivable	2,208 70	
Due from agents	3,552 38	
“ “ connecting roads	2,110 30	
“ “ individuals.....	3,945 94	
Sinking fund	30,000 00	
Steam excavator	9,020 82	
		\$4,647,790 39

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof :

August 2, 1873. Old man, name unknown, near Nelsonville, killed ; was struck by train while walking on track ; inquest held and company exonerated from blame.

September 21, 1873. Albert Cross, brakeman, Columbus, injured ; foot crushed in yard ; intoxicated ; want of caution.

September 27, 1873. William Rudolph, Lancaster, injured ; jumped on train to steal a ride ; was struck by stock-chute and knocked under train ; left foot crushed and leg had to be amputated ; his own fault.

October 28, 1873. William O'Hara, foreman in yard at Columbus, fatally injured by being caught between car and tank of engine ; want of caution ; no inquest.

November 3, 1873. Old man, deaf, name unknown, near Logan, killed ; was run over by train while walking on track ; inquest held and company exonerated from blame.

November 8, 1873. William Fenstermaker, telegraph operator for company, Winchester, fatally injured ; fell between cars while attempting to get on train in motion, and died of injuries received ; his own fault ; no inquest.

November 19, 1873. William Murray, brakeman, fatally injured by slipping and falling under cars while coupling ; leg was cut off, and he died from injuries ; want of caution ; no inquest.

RECAPITULATION.

Killed—Employees—From misconduct or want of caution	3
Others—On track and trespassing	2
Total	5
Injured—Employees—From misconduct or want of caution	1
Others—On track and trespassing	1
Total	2

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
B. E. Smith	Columbus, Ohio.
M. M. Greene	" "
Wm. G. Deshler	" "
Henry C. Noble	" "
Theodore Comstock	" "
W. B. Brooks	" "
Isaac Eberly	" "
C. P. L. Butler	" "
John Greenleaf	" "
John L. Gill	" "
John D. Martin	Lancaster, "
C. H. Rippey	Logan, "
S. W. Pickering	Athens, "
B. E. Smith, President	Columbus, Ohio.
M. M. Greene, Vice-President and General Manager	" "
T. J. Janney, Auditor	" "
J. J. Janney, Secretary and Treasurer	" "
George R. Carr, Master of Transportation	" "
H. S. Wallace, Master Mechanic	" "
W. H. Jennings, Chief Engineer	" "
W. A. Mills, General Ticket and Freight Agent	" "

State of Ohio, County of Franklin, ss :

M. M. Greene, Vice-President of the Columbus and Hocking Valley Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

M. M. GREENE, *Vice-President.*

Subscribed and sworn to before me, this 28th day of September, A.D. 1874.

C. T. FLOWERS, *Clerk of Commissioner.*

COLUMBUS, SPRINGFIELD AND CINCINNATI RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY C. S. AND C. RAILROAD COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00	
Total paid in and issued—common		\$1,000,000 00
Amount paid in per mile (44.37)	\$22,537 75	
Location of transfer office or agency in Ohio, Sandusky.		
Number of shares transferred within the year at such office, 11,317.		

DEBT.

Funded debt, 1st mortgage 7 per cent. bonds, due September 1, 1901	\$1,000,000 00	
Amount of floating debt, not secured by mortgage		8,270 00
Total debt, funded and floating	\$1,008,270 00	
Amount per mile (44.37)	22,724 14	
Total of paid-in stock and debt		\$2,008,270 00
Total amount per mile (44.37)	\$45,261 89	

COST OF ROAD, EQUIPMENT, ETC.

Right of way, construction, equipment, etc.	\$2,000,000 00	
Cost per mile (44.37)	\$45,075 00	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Springfield to Columbus			44.37
Aggregate of sidings, etc.			2
Total length laid with rail			46.37
All in Ohio, and distributed as follows :			
County.	Main track.	Sidings.	Total.
Clarke	14.50	....	14.50
Madison	15.06	.50	15.56
Franklin	14.81	1.50	16.31
Totals	44.37	2	46.37

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

From lessee for rent of road	\$31,827 60
------------------------------------	-------------

EXPENDITURES.

Interest on bonds	\$70,000 00
Construction of new work, etc.....	7,737 38
Additional real estate	2,050 00
Total	<u>\$79,787 38</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock.....	\$1,000,000 00
1st mortgage 7 per cent. bonds.....	1,000,000 00
Bills payable.....	8,200 00
Coupons, No. 5	70 00
Transportation	20,451 02
	<u>\$2,028,721 02</u>

ASSETS.

Railway	\$2,000,000 00
Cincinnati, Sandusky and Cleveland Railway Co., rental..	28,651 02
Union Trust Company, New York.....	70 00
	<u>\$2,028,721 02</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
J. S. Farlow.....	Boston, Mass.
J. D. Farnsworth.....	" "
N. W. Pierce	" "
J. M. Spelman.....	" "
J. C. Buxton	Springfield, Ohio.
Geo. J. Anderson	Sandusky, "
J. L. Moore.....	" "
J. S. Farlow, President.....	Boston, Mass.
J. L. Moore, Treasurer and Secretary	Sandusky, Ohio.

State of Ohio, County of Erie, ss:

John S. Farlow, President of the Columbus, Springfield and Cincinnati Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

JOHN S. FARLOW, *President.*

Subscribed and sworn to before me, this 30th day of September, A.D. 1874.

[SEAL.]

J. L. MOORE, *Notary Public.*

COLUMBUS AND TOLEDO RAILROAD COMPANY.

PROPOSED LINE—GIVING TERMINAL POINTS.

From Columbus, Ohio, via Marion, to Toledo, Ohio..... 121.70 miles.
No portion of line graded.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive :

Right of way, expenses of procuring	\$2,611 02
Civil engineering	18,645 91
Contingent expenses	5,858 22
Depot grounds at Toledo	81,028 00
Total.....	<u>\$108,143 15</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,500,000 00
“ subscribed	877,250 00
“ paid in—no stock issued.....	\$65,965 00
“ of floating debt	55,157 50
Total paid in stock and debt.....	<u>\$121,122 50</u>

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Subscriptions to stock	\$65,965 00
Increase of floating debt	55,157 50
All other sources of income for the year—rent	362 50
Total.....	<u>\$121,485 00</u>

EXPENDITURES.

Real estate—depot grounds at Toledo	\$81,028 00
Construction—engineering, etc.	27,115 15
Total.....	<u>-\$108,143 15</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock paid in	\$65,965 00
Bills payable	55,020 00
Due individuals	137 50
Income, rent.....	3 1/2 50
	<u>\$121,485 00</u>

ASSETS.

Right of way, expenditures	\$27,115 15	
Real estate	81,028 00	
Due from collectors	1,630 00	
Cash on hand.....	11,781 85	
		\$121,485 00

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
William Dennison	Columbus, Ohio.
Benjamin E. Smith	" "
M. M. Greene	" "
Wm. G. Deshler	" "
David S. Gray	" "
Henry C. Noble.....	" "
Abner L. Backus	Toledo, "
Samuel M. Young.....	" "
Horace S. Wallbridge.....	" "
John D. Van Deman.....	Delaware, "
J. J. Hane	Marion, "
McD. M. Carev	Carey, "
M. M. Greene, President	Columbus, "
James A. Wilcox, Treasurer and Secretary	" "
Phil. D. Fisher, Chief Engineer.....	" "

State of Ohio, County of Franklin, ss :

James A. Wilcox, Treasurer and Secretary of the Columbus and Toledo Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

JAMES A. WILCOX, *Treasurer and Secretary in charge.*

Subscribed and sworn to before me, this 5th day of November, A.D. 1874.

[SEAL.]

F. H. MEDARY, *Notary Public.*

COLUMBUS AND XENIA RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY THE PITTS., CIN. AND ST. LOUIS RAILWAY COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,800,000 00
Amount subscribed.....	1,786,200 00
Total paid in and issued—common.....	\$1,786,200 00
Amount paid in per mile (54.42).....	32,822 49
Stockholders residents of Ohio, 230.	
Amount of stock held and owned by them June 30, 1874	1,445,050 00
No transfer office or agency out of the State	

DEBT.

1st mortgage 7 per cent. bonds, due September 1, 1890	\$302,000 00
Amount per mile (54.442)	\$5,549 43
Total of paid in stock and debt.....	\$2,088,200 00
Total amount per mile (54.42)	38,371 92

COST OF ROAD, EQUIPMENT, Etc.

Right of way and construction.....	\$1,493,146 00
Cost per mile, (54.42).....	\$27,437 45
Value of real estate owned by Company, exclusive of road- way	None.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Columbus to Xenia.....				54.42
Aggregate of sidings, etc				13.72
				<hr/>
Total length laid with rail.....				68.14
All in Ohio, and distributed as follows :				
County.	Main track.	Sidings, etc.		Total.
Franklin	13	2.71		15.71
Madison	18.75	7.61		26.36
Clarke	9.68	1.02		10.70
Greene	12.99	2.38		15.37
	<hr/>	<hr/>		<hr/>
Totals.....	54.42	13.72		68.14

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

From lessees for rent of road.....	\$142,896 00	
“ “ interest on bonds, etc.....	21,140 00	
“ “ expense of organization.....	2,500 00	
		\$166,536 00
“ all other sources of income for the year		8,434 20
Total		\$174,970 20

EXPENDITURES.

Interest on bonds.....	\$21,140 00
Dividends, rate 8.40 per cent.....	150,040 80
Expense of organization.....	2,500 00
Total	\$173,680 80

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock.....	\$1,786,200 00
Funded debt.....	302,000 00
Surplus.....	165,094 56
	\$2,253,294 56

ASSETS.

Cost of road, etc.....	\$1,493,146 00
Interest in joint property of Little Miami and Columbus and Xenia Railroad Companies.....	643,989 54
Columbus and Xenia Railroad stock.....	17,050 00
Central Ohio Railroad stock—common	33,300 00
“ “ preferred	20,100 00
1st mortgage 7 per cent. bonds Pittsburgh, Cincinnati and St. Louis Railway Company.....	39,000 00
Cleveland and Cincinnati Telegraph stock.....	2,000 00
Cash in hands of treasurer.....	4,709 02
	\$2,253,294 56

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

Joseph R. Swan.....	Columbus, Ohio.
H. J. Jewett.....	“ “
P. W. Huntington	“ “
Robert Neil.....	“ “
Henry C. Noble.....	“ “
George M. Parsons.....	“ “
Baldwin Gwynne	“ “
John W. Andrews.....	“ “
R. A. Harrison.....	London, “
Abram Hivling.....	Xenia, “
Henry Hanna	Cincinnati, “
C. P. Cassilly.....	“ “
Joseph R. Swan, President	Columbus, “
Robert S. Smith, Treasurer and Secretary.....	“ “

State of Ohio, County of Franklin, ss :

Robert S. Smith, Treasurer of the Columbus and Xenia Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared from the books and records of said company, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

(Signed)

ROBERT S. SMITH, *Treasurer.*

Subscribed and sworn to before me, this 23d day of October, A. D. 1874.

[SEAL.]

CHAS. T. FLOWERS, *Clerk of Commissioner.*

DAYTON AND MICHIGAN RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY THE CIN., HAM. AND DAYTON RAILROAD COMPANY.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Dayton to Toledo	142
Aggregate of sidings and other tracks	20.188
Total length of track laid with rail	162.188

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$6,200,000 00
Amount paid in—Common.....	2,400,604 02
Preferred	1,278,720 00
Total paid in and issued.....	\$3,679,324 02
Increase since June 30, 1873—common, \$1,329.83 ; preferred, \$14,700	\$16,029 83
Amount paid in per mile (140.714)	26,147 53
Stockholders residents of Ohio, 201.	
Amount of stock held and owned by them June 30.....	3,598,434 02

DEBT.

1st mortgage 7 per cent. bonds, due July, 1881	\$1,885,000 00
2d " 7 " " September, 1884.....	441,000 00
3d " 7 " " October, 1888.....	356,000 00
1st Toledo depot 7 per cent. bonds, due March, 1886.....	52,500 00
2d " 7 " " March, 1894.....	53,000 00
Amount of funded debt	\$2,787,500 00
Decrease since June 30, 1873.....	\$37,000 00
Amount of floating debt—not secured by mortgage	357,972 87
Increase since June 30, 1873.....	\$36,401 97
Total debt, funded and floating	3,145,472 87
Decrease since June 30, 1873	598 03
Amount per mile (140.714)	22,353 65
Total of paid-in stock and debt	\$6,824,796 89
Total amount per mile (140.714).....	\$48,501 18

COST OF ROAD, EQUIPMENT, Etc.

Right of way	\$108,711 05	
Construction	5,590,726 09	
Equipment	765,256 12	
Other items of cost not included above	521,111 91	
	<hr/>	\$6,985,805 17
Cost per mile (140.714)	\$49,645 42	
Value of real estate owned by company, exclusive of road-way	290,000 00	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Dayton to Toledo	140.714
Aggregate of sidings, etc.	20.188

Total length laid with rail	160.902
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All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc	Total.
Montgomery	11.401	2.576	13.977
Miami	19.337	2.181	21.518
Shelby	20.494	2.369	22.863
Anglaize	12.620	1.074	13.694
Allen	17.607	2.954	20.561
Putnam	19.800	1.487	21.287
Henry	5.162	1.348	6.510
Wood	32.007	3.447	35.524
Lucas	2.216	2.752	4.968
Totals	140.714	20.188	160.902

OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

Main track, L. S. and M. S. Railway at Toledo, 1.286 miles.

Weight of rail per yard on main track, 60 pounds. Gauge of road, 58 inches.

Road all ballasted with gravel and sand.

Miles ballasted since June 30, 1873, 42.

RAILROADS CROSSED AT GRADE.

Pittsburgh, Cincinnati and St. Louis Railway, at Piqua.

Pittsburgh, Ft Wayne and Chicago Railway, at Lima.

Baltimore, Pittsburgh and Chicago Railway, at Deshler.

Do all trains on your road stop at these crossings? Yes.

Are flagmen station at each? Yes.

Are your time-tables arranged to secure connections with above-named roads? No.

Number of highways crossed at grade	221
Miles of telegraph on line of road	142
“ “ owned by company	142
Number of telegraph officers in stations on line	21
“ “ stations operated by company	5
“ operated jointly by railroad and telegraph company.	16

BRIDGES, TRESTLES, ETC.

Bridges.

Wood, 18; aggregate length, 2,376 feet; greatest age, 14 years.

Trestles, 16; " " 2,565 " " 8 "

Stations, etc.

Passenger 6; freight, 11; combined, 2. Total, 19.

Water, 2; fuel, 11; combined, 4. Total, 17.

Engine-houses, 3; value, \$6,000.

Shops for construction and repairs, 1; value, \$15,000.

Fencing.

Miles of fencing on your road, 273.

" built within the year ending June 30, 1874, 20; cost per rod, \$1.40.

" unfenced, both sides, 5.50.

EQUIPMENT.

Locomotives	23;	average weight,*	55,000 lbs;	average cost,*	\$9,503 00
express and baggage cars	4;	"	26,500 "	"	1,378 50
Passenger cars	15;	"	34,000 "	"	3,423 00
Freight cars.....	654;	"	16,800 "	"	657 00
Caboose cars.....	12;	"	17,000 "	"	1,050 00
Hand cars.....	20;	"	500 "	"	129 00

Average number of cars, including baggage cars, in passenger trains 3

" " " in freight trains..... 22

Brake in use on passenger cars: Ordinary hand-brake.

Method of bridging between passenger cars: Miller's patent coupler and platform.

Method of heating passenger, sleeping, parlor and drawing-room cars on your road :

Coal and wood.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 735.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed; not limited. Average rate, including stops, 25 miles.

Mail and accommodation—highest rate allowed; Not limited. Average rate, including stops, 23 miles.

Freight trains—highest rate allowed, 12 miles. Average rate, including stops, 10 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	15 cents.	2 cents.
" more than 8 and less than 30 miles.....	4 "	2 "
" more than 30 and less than 100 miles.....	3.50 "	2 "
" the whole length of the main road in Ohio	3.45 "	2 "
" through passengers	3 "	1 "

Is there any addition to ticket rates if fare is paid on trains? No.

* Including tenders.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	20 cents.	10 cents.
“ more than 5 and less than 30 miles.....	7 “	4 “
“ more than 30 and less than 100 miles.....	5 “	3.333 “
“ the whole length of the main road in Ohio.....	5 “	3.333 “
“ through freight.....	4.286 “	1.423 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

United States Express Company. \$100 per day between Cincinnati and Toledo for 10,000 pounds through freight, and 90 cents per 100 pounds excess, apportioned to C. H. and D. and D. and M. companies according to tonnage carried over each road.

Name and post-office address of the principal agent or officer in Ohio: C. S. Cone, Toledo.

No freight, transportation and other special lines are run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 60 pounds per yard.....	5.06 miles.
Re-rolled iron	8.26 “
Total	13.32 “

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	318,695
“ freight trains.....	359,890
“ construction and other trains	42,191
	<hr/> 720,776

Cars.

Passenger	664,371
Express and baggage.....	287,524
Freight	2,401,914
Empty cars.....	1,251,744
	<hr/> 4,605,553

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal.....	\$1,295 70
“ loss and damage of goods and baggage.....	2,719 19
“ animals killed— 1 horse	\$50 00
1 jack	537 50
6 cattle	216 92
1 hog	2 50
	<hr/> 806 92

FUEL CONSUMED.

Wood, 21,161 cords; cost, \$75,192.16.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	283,107
Average number carried in each car per trip.....	17
Total mileage, or number carried one mile.....	8,889,635
Average number of miles traveled by each.....	31.40
“ amount received for each.....	\$1 15.94
“ amount per mile received for each	03.69

Freight.

Tons carried—Through.....	56,911	
Local	275,724	
	<hr/>	322,635
Average tons in each loaded car per trip.....		7.70
Total movement, or tons carried one mile.....		35,970,435
Average amount received for each ton.....		\$2 05.37
“ amount per mile received for each.....		01.89

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal.....	19,483	5.9
Stone, lime, sand, etc.....	14,172	4.3
Petroleum	2,223	.7
Ores.....	384	.1
Pig and bloom iron.....	3,004	1
Railroad iron (iron and steel rails).....	1,112	.3
Other iron and castings	4,797	1.4
Lumber and other forest products.....	121,453	36.5
Live stock.....	9,890	3
Grain	44,213	13.3
Other agricultural products	15,282	4.5
Flour.....	6,904	2
Provisions (beef, pork, lard, etc).....	3,599	1.1
Manufactures, including agricultural implements	30,127	9.1
Merchandise	5,548	1.6
Miscellaneous.....	46,138	13.9
Supplies for company's use	4,306	1.3
Total.....	<hr/> 332,635	<hr/> 100.

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through.....	\$57,582 44	
Local	270,429 85	
	<hr/>	\$328,012 28
From freight transportation—Through.....	\$116,373 87	
Local	566,758 73	
	<hr/>	\$683,132 60
From mail		17,870 00
“ express		24,415 53
“ all other sources of income, including rents, etc.....		2,617 45
Total earnings		<hr/> \$1,056,047 86

OPERATING EXPENSES.

Maintenance of way and structures	\$186,130 25	
Maintenance of cars	60,347 70	
Motive power	175,038 09	
Conducting transportation	122,020 59	
General expenses—		
Taxes	\$37,832 16	
Other general expenses	69,518 03	
	<hr/>	107,350 19
Total operating expenses, being 61.60 per cent of earnings		\$650,946 82
Net earnings		<hr/> \$405,101 04

AMOUNTS PER MILE (142) OPERATED.

Earnings	\$7,436 95
Operating expenses	4,584 13
Net earnings	<hr/> 2,852 82

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of preferred stock	\$15,015 00
From increase of floating debt	36,401 97
Total	<hr/> \$51,416 97

PAYMENTS.

Interest on bonds	\$196,035 60
Dividends, rate 8 per cent. on preferred stock	101,944 00
Dividends, rate 3½ per cent. on common stock	35,164 56
Bonds of the company canceled	4,000 00
Applied to sinking fund—bonds canceled	33,000 00
Total	<hr/> \$370,143 56

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock—common	\$2,400,604 02	
“ preferred	1,278,720 00	
1st mortgage bonds	1,885,000 00	
2d “ “	441,000 00	
3d “ “	356,000 00	
Toledo depot bonds—1st purchase	52,500 00	
“ “ 2d “	53,000 00	
Income bonds	400 00	
Cincinnati, Hamilton and Dayton Railroad Company	435,184 15	
Gain in exchange of bonds for stock	160,608 28	
	<hr/>	\$7,063,016 45

ASSETS.

Right of way	\$108,711 05	
Rolling stock	765,256 12	
Construction	5,590,726 09	
Real estate	374,656 22	
Railroad and individual ledger	77,211 28	
Profit and loss	146,455 69	
	—————	\$7,063,016 45

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

October 6, 1873. Michael N. Shaeffer, Dayton, killed; attempted to cross track, disregarding engine bell and flagman; was run over; his own fault.

November 22, 1873. ——— Fuller, Pontiac, injured; lying by side of track, had one arm cut off by engine; his own fault.

January 5, 1874. J. Segrist, brakeman, Deshler, injured; fell between cars and had leg crushed; want of caution.

March 9, 1874. J. Black, Dayton; struck by engine while crossing track and stunned; his own fault.

April 18, 1874. Boy named Gibbs, Dayton; found dead on track after train left platform.

May 6, 1874. M. Kirby, brakeman, Troy, killed; caught between platforms; want of caution.

June 3, 1874. James Pugh, Toledo, killed; walking on track, was struck by engine; his own fault.

RECAPITULATION.

Killed—Employees—From misconduct or want of caution	1	
Others—On track and trespassing	3	
Total		4
Injured—Employees—From misconduct or want of caution	1	
Others—On track and trespassing	2	
Total		3

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
F. H. Short	Cincinnati, Ohio.
C. W. West	" "
Wm. Goodman	" "
Oliver Perin	" "
Samuel Fosdick	" "
George T. Stedman	" "
Henry Lewis	" "
J. H. Rogers	" "
H. D. Huntington	" "

OFFICERS.	POST-OFFICE ADDRESSES.
F. H. Short, President	Cincinnati, Ohio.
C. W. West, Vice-President.....	" "
C. B. Marsh, Treasurer and Secretary	" "
Lewis Williams, General Superintendent.....	" "
John H. Weller, Assistant Superintendent.....	" "
John Black, Master Mechanic.....	" "
Samuel Stevenson, General Ticket Agent.....	" "
J. R. Reed, General Freight Agent.....	" "
P. Hickey, Purchasing Agent	" "

State of Ohio, County of Hamilton, ss :

F. H. Short, President of the Dayton and Michigan Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

F. H. SHORT, *President.*

Subscribed and sworn to before me, this 31st day of August, A.D. 1874.

[SEAL.]

J. MCL. EWING, *Notary Public.*

DAYTON AND UNION RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Dayton to Union City	46.74
Aggregate of sidings, etc	1.79
Total length of track laid with rail	48.53

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00	
Amount subscribed	86,000 00	
Par value of shares	50 00	
Amount paid in—common	*64,350 00	
preferred	21,650 00	
Total paid in and issued		\$36,000 00
Decrease since June 30, 1873	\$100,000 00	
Amount paid in per mile (31.74)	2,709 51	
Stockholders residents of Ohio, 56		
Amount of stock held and owned by them June 30.....	76,400 00	
Location of transfer office or agency out of Ohio, New York.		
Number of shares transferred within the year at such office, none.		

DEBT.

First mortgage 7 per cent. bonds, due January, 1879	\$140,000 00	
Second " 7 " " " " "	135,000 00	
Third " 7 " " " " "	252,444 88	
Amount of funded debt		\$527,444 88
Amount of floating debt not secured by mortgage	None.	
Amount of debt per mile (31.74)	\$16,617 67	
Total of paid-in stock and debt		\$613,444 88
Total amount per mile (31.74)	19,327 18	

COST OF ROAD, EQUIPMENT, Etc.

Capitalized in 1862, road, equipment and real estate	\$613,444 88
Per mile (31.74)	\$19,327 18

* Since last report 2,000 shares have been canceled, leaving amount outstanding as above stated.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Dodson to Union City	31.74		
Aggregate of sidings, etc	1.79		
Total length laid with rail			33.53
All in Ohio, and distributed as follows:			
County.	Main track.	Sidings, etc.	Total.
Montgomery	39.53	.044	3.997
Preble	1.507	.236	1.743
Darke	26.280	1.512	27.792
Totals	31.740	1.792	33.532

OPERATED UNDER LEASE (EMBRACED IN THIS REPORT.)

Main track of Dayton and Western Railroad, Dayton to Dodson, used jointly with Pittsburgh, Cincinnati and St. Louis Railway Company, 15 miles.

Weight of rail per yard on main track, 56 lbs. Gauge of road, 58 inches.

Road all ballasted with gravel. None ballasted since June 30, 1873.

RAILROADS CROSSED AT GRADE.

Columbus, Chicago and Indiana Central Division Pittsburgh, Cincinnati and St. Louis Railway, at Greenville.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed at it? Yes.

Are your time-tables arranged to secure running connection with above named road? Yes.

Number of highways crossed at grade, including leased track, 60.

Miles of telegraph on line of road, including leased track, 47.

Miles of telegraph owned by company: None.

Number of telegraph offices in stations on line, 5.

Number of telegraph stations operated by company, 4.

Number operated jointly by railroad and telegraph company, 3.

BRIDGES, TRETTLES, ETC.

1 wood bridge; length, 142 feet; age, 11 years.

55 trestles; aggregate length, 1,150 feet; greatest age, 6½ years.

Stations, etc.

Passenger and freight combined, 15; water and fuel combined, 4.

Engine-houses, 1 (leased). Shops for construction and repairs, 1 (leased).

Fencing.

Miles of fencing, about 51. (Cannot give the cost, as a portion only was fenced by the Railroad company.)

Miles built within the year ending June 30, about 6; cost per rod, \$2.

Miles unfenced, both sides, about 6.

Reasons why not completed: Means are required for other purposes deemed more important.

EQUIPMENT.

5 Locomotives ; average weight, including tenders, 58,000 lbs. ; cost, \$10,000.

2 express and baggage cars, 3 passenger cars, 68 freight cars, and 7 other cars.

Of foregoing, 2 locomotives and 1 passenger car are owned by Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.

Terms of service : We pay 5 cents per mile for use.

Average number of cars, including baggage cars, in passenger trains, 3.

Average number of cars in freight trains, 15.

Kind of brake in use on passenger cars : Westinghouse air-brake.

Method of bridging between passenger cars : A board connecting platforms, secured by bolt and key.

Method of heating passenger and other cars : Coal stoves.

Means of lighting same : Candles, fully protected.

Total number of persons employed in operating the road, 80.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed	23 miles.
Average rate, including stops	25 "
Mail and accommodation—highest rate allowed	15 "
Average rate, including stops	12 "
Freight trains—highest rate allowed	12 "
Average rate, including stops	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (one mile)	10 cents.	2 cents.
" more than 8 and less than 30 miles	3 "	2 "
" the whole length of the main road	3 "	2 "
" through passengers	3 "	2 "

No addition to ticket rates if fare is paid on trains

FREIGHT.

Rate charged per mile :

	Highest.	Lowest.
For the shortest distance carried (5 miles)	28.57 cents.	14.23 cents.
" more than 5 and less than 30 miles	13.50 "	4.66 "
" the whole length of the main road	11.20 "	3.40 "
" through freight	3.43 "	0.92 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

The United States Express Company, at 25 cents per 100 pounds all distances, and half fare for messenger the whole distance.

Name and post-office address of the principal agent or officer in Ohio : E. Benham, Dayton.

No freight, transportation or other special lines run on our road.

DOINGS OF THE YEAR ENDING JUNE 30.

New iron rail laid, weight 56 pounds per yard 1.50 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	55,742	
“ freight trains	4,532	
“ mixed trains.....	29,442	
“ construction and other trains	4,888	
	<hr/>	94,604

Cars.

Passenger	167,226	
Express and baggage	111,454	
Freight	323,070	
Caboose	4,532	
Empty cars.....	177,688	
	<hr/>	784,000

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to persons, fatal and non-fatal	None.
“ loss and damage of goods and baggage	\$298 12
“ animals killed—2 horses	\$125 00
6 cattle	195 00
Seven cattle not paid for.	
	<hr/>
Amount claimed, unsettled and in litigation for injuries to persons: None.	320 00

FUEL CONSUMED.

Wood, 2,014½ cords; cost, \$5,118.49. Coal, 118 tons; cost, \$354.00.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	65,009
Average number carried in each car per trip.....	34.75
Total mileage, or number carried one mile.....	1,863,193
Average number of miles traveled by each	28.66
“ amount received for each	\$0 75.33
“ amount per mile received for each	02.63

Freight.

Tons carried—Through	52,008	
Local	34,080	
	<hr/>	86,088
Total movement, or tons carried one mile.....		4,033,557
Average amount received for each ton.....		\$0 83.868
“ amount per mile received for each		01.79

TONNAGE—CLASSIFIED.

We keep no classified account of tonnage.

EARNINGS, OPERATING EXPENSES, ETC., FOR THE YEAR ENDING JUNE 30.

EARNINGS.		
For passenger transportation—Through	\$6,185 33	
Local	42,787 51	
		\$48,972 84
From freight transportation—Through	\$29,747 15	
Local	42,453 52	
		72,200 67
From mail		2,890 20
“ express		1,799 09
Total earnings.....		\$125,715 80

OPERATING EXPENSES.		
Maintenance of way and structures	\$29,448 90	
Maintenance of cars	3,775 21	
Motive power.....	16,443 37	
Conducting transportation.....	17,894 85	
General expenses—		
Taxes—Ohio	\$4,113 22	
“ Indiana	206 96	
Other general expenses	12,901 11	
		17,221 29
Total operating expenses, being 67.39 per cent. of earnings.....		84,783 62
Net earnings		\$41,012 18

AMOUNTS PER MILE (46.74) OPERATED.		
Earnings.....	\$2,691 39	
Operating expenses	1,813 94	
Net earnings	877 45	

PAYMENTS IN ADDITION TO OPERATING EXPENSES.		
Interest on bonds.....	\$19,180 00	
Lease of track of P. C. and St. L. R'y Co.....	\$10,000 00	
“ “ C. H. and D. R. R. Co.....	600 00	
“ of shops in Dayton.....	3,000 00	
“ of passenger station, Greeuville.....	180 00	
		13,780 00
Total.....		\$32,960 00

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.		
Capital stock.....	\$36,000 00	
Bond account	527,444 88	
Pay-roll “	3,726 37	
Income “	80,371 45	
Interest “	12 99	
I. R. M. Co.....	1,710 54	
Due railroad and transportation companies	5,815 04	
		\$705,080 87

ASSETS.		
Road, equipment and real estate.....	\$613,444	88
Due from Post-office Department	722	55
Wood account.....	1,299	12
Car service	893	40
Interest on bonds, 1st mortgage.....	4,900	00
" " 2d " 	9,380	00
Expense account	62,143	79
Railroad ties	1,006	55
Shop stock	241	25
Bills receivable.....	232	45
Agents' balances.....	1,284	40
Individual accounts.....	67	50
Due from railroad companies.....	1,408	26
Cash account.....	8,056	72
	<hr/>	\$705,080 87

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof :

No accidents happened to persons within the year worth reporting

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESSES.
F. H. Short	Cincinnati, Ohio.
Henry Lewis	" "
Geo. T. Stedman	" "
E. W. West.....	" "
H. B. Hurlbut	Cleveland, "
J. H. Devereux.....	" "
H. H. Poppleton	" "
G. W. Rogers	Dayton, "
Jas. McDaniel	" "
James McDaniel, President.....	Dayton, "
John L. Miller, Auditor and General Ticket Agent.....	" "
G. W. Rogers, Treasurer.....	" "
J. R. Knox, Secretary	Greenville, "
C. C. Gale, Superintendent	Indianapolis, Ind.
C. E. Miller, Acting General Freight Agent.....	Dayton, Ohio.

State of Ohio, County of Montgomery, ss :

J. McDaniel, President of the Dayton and Union Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874, to the best of his knowledge and belief.

(Signed)

J. MCDANIEL, President.

Subscribed and sworn to before me, this 18th day of September, A.D. 1874.

[SEAL.]

R. BRUNDRETT, Notary Public.

GALLIPOLIS, McARTHUR AND COLUMBUS RAILROAD COMPANY.

PROPOSED LINE—GIVING TERMINAL POINTS.

From Gallipolis via McArthur to Logan	65	miles.
Length graded not laid with rail.....	42.89	"
On what portion of line ?		
Gallipolis to Vinton Furnace.....	22.26	"
Vinton Furnace to Logan.....	20.63	"

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive :

Right of way	\$6,934	21
Civil engineering.....	11,473	29
Grading and masonry	141,901	94
Vinton Furnace Railroad	42,000	00
Interest on paid-in stock.....	4,989	93
Contingent expenses (printing, stationery, salaries and advertising)	24,570	66
Total	\$231,870	03

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,500,000	00
Amount subscribed.....	300,000	00
Par value of shares.....	50	00
Total paid in and issued.....	\$213,966	72
Increase since June 30, 1873.....	\$96,336	81
Stockholders residents of Ohio, 653.		
Amount of stock held and owned by them June 30, 1874..	127,275	00
Amount of floating debt, not secured by mortgage.....	26,437	66
Increase since June 30, 1873.....	\$14,716	18
Total paid-in stock and debt.....	\$240,404	38

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

Single main track from Vinton Furnace to Vinton Station, on Marietta and Cincinnati Railroad 2.34 miles.

All in Vinton county, Ohio.

Weight of rail per yard, 56 lbs. ; gauge of road, 36½ inches.

RECEIPTS.

From subscriptions to stock	\$96,336 81
“ increase of floating debt	14,716 18
Total	<u>\$111,052 99</u>

EXPENDITURES.

Vinton Furnace Railroad	\$12,000 00
Construction, etc	66,700 43
Additional teams, tools, etc	3,670 19
Real estate	624 75
Total	<u>\$112,995 37</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$213,966 72
Bills payable	16,708 36
Accounts unpaid	4,629 30
Subscription in snit, assigned as collateral	5,100 00
Interest collected on over due subscription	410 04
Donated	249 90
	<u>\$241,064 32</u>

ASSETS.

Right of way	\$6,934 21
Engineering	11,473 29
Grading and masonry	141,901 94
Interest on stock	4,989 93
Contingent expenses	24,570 66
Bills receivable	2,464 92
Mules, horses, tools and implements on hand	6,104 62
Real estate	624 75
Vinton Furnace Railroad	42,000 00
	<u>\$241,064 32</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

William H. Langley	Gallipolis, Ohio.
William H. Eagle	Vinton, Ohio.
John J. Cadot	Gallipolis, Ohio.
James M. Kerr	“ “
Lewis Muenz	“ “
Thomas B. Bancroft	Vinton Furnace, Ohio.
Cornelius Karns	McArthur, Ohio.
William H. Langley, President	Gallipolis, “
William H. Eagle, Vice-President	Vinton, “
Edward Deletombe, Treasurer	Gallipolis, “
John J. Cadot, Secretary	“ “
R A. Howard, Chief Engineer	McArthur, “

State of Ohio, County of Gallia, ss :

William H. Langley, President of the Gallipolis, McArthur and Columbus Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A D. 1874.

[Signed]

W. H. LANGLEY, *President.*

Subscribed and sworn to before me, this 20th day of August, A D. 1874.

[SEAL.]

C. W. BIRD, *Mayor of City of Gallipolis.*

HARRISON BRANCH RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY WHITEWATER VALLEY RAILROAD COMPANY.]

CAPITAL STOCK.

Amount authorized.....	\$200,000 00	
Par value of shares.....	50 00	
Amount paid in—common		\$200,000 00
Amount per mile (7.003).....	28,559 19	
Stockholders residents of Ohio, 16.		
Amount of stock held and owned by them June 30.....	177,500 00	
No transfer office or agency out of Ohio.		

COST OF ROAD, ETC.

Total		\$200,000 00
Per mile (7.003).....	\$28,559 19	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

Single main track from Valley Junction to Harrison	7.003 miles.
Aggregate of sidings, etc .....	.491 “
Total length laid with rail.....	7.494 “

All in Hamilton county.

Weight of rail per yard, 60 lbs.

Gauge of road, 56½ inches.

Road all ballasted with best gravel.

CROSSINGS, BRIDGES, FENCING, ETC.

No railroads cross at grade.

One wood bridge; length, 230 feet; age, 3 years.

Eight miles of fencing; total cost, \$2,376.

Unfenced (both sides), 6.006 miles.

Reasons why not completed: Not necessary, as canal runs beside the track.

RAIL LAID WITHIN THE YEAR ENDING JUNE 30.

New iron rail, weight 60 lbs. per yard	3.10 miles.
--	-------------

EQUIPMENT.

Rolling stock furnished by Whitewater Valley Railroad Company, lessee.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

Received from lessee for rent of road.....	\$16,000 00
Paid 8 per cent. dividend on stock—amount	16,000 00

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock.....	\$200,000 00	
Due to individuals	4,160 00	\$204,160 00

ASSETS.

Cost of road.....	\$200,000 00	
Due from individuals.....	4,160 00	204,160 00

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
D. A. Dwight	Cincinnati, Ohio.
Chapman Dwight.....	" "
Wm. Dwight, Jr	" "
Joseph Kinsey	" "
H. M. Britton	" "
L. Worthington	" "
Henry Prentiss	" "
Daniel A. Dwight, President	" "
Henry Prentiss, Treasurer and Secretary	" "

State of Ohio, County of Hamilton, ss :

H. Prentiss, Secretary of the Harrison Branch Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

[Signed]

H. PRENTISS, *Secretary.*

Subscribed and sworn to before me, this 16th day of September, A.D. 1874.

[SEAL.]

J. B. HYATT, *Notary Public.*

REPORT OF WHITEWATER VALLEY RAILROAD COMPANY, LESSEE.

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From North Bend, Ohio, to Hagerstown, Indiana.....	72
Aggregate of sidings and other tracks.....	6.851
Total length of track laid with rail.....	78.851

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

Single main track from Harrison to Hagerstown, Indiana.....	62.897
Aggregate of sidings, etc.....	5.960
Total length laid with rail (all in Indiana).....	68.857

OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

Harrison Branch Railroad, main track.....	7.003
Cincinnati and Whitewater Valley Railroad, main track.....	2.100
Total	9.103
Aggregate of sidings and other tracks.....	.891
Total (all in Ohio).....	9.994
Weight of rail per yard on main track, 60 lbs.	
Gauge of road, 56½ inches.	

EQUIPMENT—ENTIRE LINE.

	Number.	Average Weight.	Average Cost.
Locomotives	7	*80,000 lbs.	*\$9,876 10
Express and baggage cars	4	32,000 "	1,712 50
Passenger cars.....	6	36,000 "	3,519 35
Freight cars.....	160	16,000 "	692 10
Other cars.....	2	16,000 "	1,300 00

NOT OWNED BY COMPANY—(INCLUDED ABOVE).

Locomotives	5.	Owned by R. M. Chapman and W. H. Hackett, trustees.			
Express and baggage cars. 2.	"	"	"	"	"
Passenger cars	4.	"	"	"	"
Freight cars.....	160.	"	"	"	"
Other cars	2.	"	"	"	"

Average number of cars, including baggage cars, in passenger trains, 2.
 " " " in freight trains, 20.

Brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars: Movable bridge.

" heating passenger cars run on your road: Coal stoves.

Means of lighting same: Car candle lamps.

Total number of persons employed in operating the road, entire line, 144; proportion for Ohio, 16.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 24 miles. Average rate, including stops, 21 miles.

Mail and accommodation—highest rate allowed, 24 miles. Average rate, including stops, 21 miles.

Freight trains—highest rate allowed, 8 miles. Average rate, including stops, 8 miles.

*Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :		Highest.	Lowest.
For the shortest distance carried (2 1-10).....		7.10 cents.	4.50 cents.
" more than 8 and less than 30 miles.....		5.70 "	3.33 "
" more than 30 and less than 100 miles.....		4.50 "	3.25 "
" through passengers		3.50 "	3.50 "
Is there an addition to ticket rates if fare is paid on train ?		[Not stated.]	

FREIGHT.

Rates charged per ton per mile :		Highest.	Lowest.
For the shortest distance carried (5 miles).....		48 cents.	16 cents.
" more than 5 and less than 30 miles.....		37.50 "	4.50 "
" more than 30 and less than 100 miles.....		16 "	1.10 "
" the whole length of the main road in Ohio.....		14.75 "	1.10 "
" through freight.....		5.75 "	1.10 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

American Express Company ; \$7.50 per day, and 37 cents per 100 lbs. for all express freight over 3,900 lbs. per month.

Name and post-office address of principal agent in Ohio :

Frank Clark, Cincinnati.

No freight, transportation or other special lines run on the road.

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

<i>Locomotives.</i>		
Handling passenger trains.....	105,860	
" freight trains.....	60,144	
" construction and other trains.....	10,200	
		<hr/> 176,204
<i>Cars.</i>		
Passengers.....	119,714	
Express and baggage.....	94,991	
Freight.....	423,302	
Caboose	53,642	
Empty	212,110	
		<hr/> 903,759

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries in Ohio to persons, nothing.

" loss and damage of goods and baggage, entire line.....	\$175 64
" animals killed in Ohio—2 horses.....	\$80 00
1 mule.....	17 50
1 cattle.....	30 00
18 hogs	90 50
	<hr/> \$218 00

Amount claimed, unsettled and in litigation for injuries in Ohio to persons: Nothing.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

<i>Passengers.</i>	
Number carried of all classes.....	77,674
Average number carried in each car per trip	46

Total mileage, or number carried one mile	1,560,697
Average number of miles traveled by each	20.09
“ amount received for each	\$0 80 62
“ amount per mile received for each	04 01

Freight.

Tons carried—Through	70,894	
Local	22,835	
	<u>93,729</u>	93,729
Total movement, or tons carried one mile	3,258,390	
Average amount received for each ton	\$1 47.81	
“ amount per mile received for each	04.25	

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	13,886	14.82
Stone, lime, sand, etc	4,648	4.95
Railroad iron (iron and steel rails)	4,301	4.60
Lumber and other forest products	13,969	14.92
Live stock	10,141	10.83
Grain	6,254	6.69
Other agricultural products	4,986	5.32
Flour	4,919	5.25
Provisions (beef, pork, lard, etc)	5,534	5.82
Merchandise	13,590	14.52
Miscellaneous	11,501	12.28
Total	<u>93,729</u>	100.

EARNINGS, OPERATING EXPENSES, ETC., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$62,623 20
“ freight transportation	138,543 84
“ mail	5,004 79
“ express	4,008 84
“ all other sources of income, including rents, etc.	772 81
Total earnings	<u>\$210,953 48</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$29,236 00
“ cars	7,300 46
Motive power	22,566 48
Conducting transportation	47,147 78
General expenses—	
Taxes—Ohio	\$851 15
“ Indiana	2,848 52
Other general expenses	<u>13,176 74</u>
	<u>16,876 41</u>
Total operating expenses, being 58.32 per cent. of earnings	<u>\$123,127 13</u>
Net earnings	<u>\$87,826 35</u>

AMOUNTS PER MILE (72) OPERATED.

Earnings	\$2,929 91	Proportion for Ohio (9.10 miles)	\$26,662 18
Operating expenses.....	1,710 10	“ “ “	15,561 91
Net earnings	1,219 81	“ “ “	11,100 27

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Lease of Harrison Branch Railroad	\$16,000 00
Cincinnati and Whitewater Valley Railroad.....	6,515 00
	<hr/> \$22,515 00

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof :

None.

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

DIRECTORS.	POST-OFFICE ADDRESS.
Daniel A. Dwight.....	Cincinnati, Ohio.
Chapman Dwight	“ “
William Dwight, Jr	“ “
B. F. Claypool	Connersville, Ind.
J. H. Farquhar (deceased).....	Indianapolis, “
H. M. Britton	Cincinnati, Ohio.
Henry Prentiss	“ “
Daniel A. Dwight, President.....	Cincinnati, Ohio.
Chapman Dwight, Vice-President.....	“ “
Henry Prentiss, Treasurer and Secretary	“ “
H. M. Britton, Superintendent and General Ticket Agent.....	“ “
A. W. Britton, Master Mechanic	Harrison, “
D. T. Disney, General Freight Agent.....	Cincinnati, “

State of Ohio, County of Hamilton, ss :

H. Prentiss, Secretary of the Whitewater Valley Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

H. PRENTISS, *Secretary.*

Subscribed and sworn to before me, this 16th day of September, A.D. 1874.

[SEAL.]

J. B. HYATT, *Notary Public.*

IRON RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Ironton to Centre Station.....	12.75	
“ Etna Station to Conway town.....	2	
“ Ironton to Etna Iron Works.....	1.75	
		<u>16.50</u>
Aggregate of dings and other tracks.....		2.50
Total engtn of track laid with rail.....		<u>19.</u>

CONSTRUCTION ACCOUNT—ETNA BRANCH.

Expenditures up to June 30, 1874, inclusive:

Civil engineering	\$171 40
Grading and masonry	5,255 44
Bridges	1,419 11
Timber and ties, iron rails, chairs and spikes.....	22,481 82
Labor	823 31
Total	<u>\$30,151 08</u>
Cost per mile (2 , \$15,075 54.	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$500,000 00	
Total paid in and issued		\$129,550 00
Amount paid in per mile (16.50).....	\$7,851 52	
Stockholders residents of Ohio, 26.		
Amount of stock held and owned by them June 30, 1874....	121,000 00	
No transfer office or agency out of Ohio.		

DEBT.

Funded debt.....	None.	
Amount of floating debt, not secured by mortgage.....		\$25,832 61
Decrease since June 30, 1873.....	\$10,193 25	
Amount per mile (16.50).....	1,565 61	
Total of paid-in stock and debt		<u>\$155,322 61</u>
Total amount per mile (16.50).....	\$9,417 13	

COST OF ROAD, EQUIPMENT, Etc.

Right of way and construction.....	\$320,314 10	
Equipment.....	78,700 00	
Other items of cost not included in above	19,471 76	
		<u>\$418,485 86</u>
Cost per mile (16.50)	\$25,362 78	
Value of real estate owned by company, exclusive of road-way.....	\$18,830 25	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Ironton to Centre Station	12.75
“ “ Etna Station to Conwaytown	2
“ “ Ironton to Etna Iron Works	1.75
Total single main track	16.50
Aggregate of sidings, etc.	2.50
Total length laid with rail, all in Lawrence county, Ohio	19.

Weight of rail per yard on main track, 60 lbs.; gauge of road, 58 inches.

Road all ballasted with furnace cinder, ashes and gravel.

Two miles ballasted since June 30, 1873, with gravel.

No railroads crossed at grade.

Miles of telegraph on line of road, none.

BRIDGES, TUNNELS, Etc.

BRIDGES.

Wood	23	Aggregate length	662 feet.
Iron	1	Length	94 “
			756 “

7 V wood bridges were built within the year ending June 30 on the Etna Branch; designation and length as follows:

No. 1, 30 feet; Nos. 2, 3 and 4, 20 feet each; No. 5, 15 feet; and Nos. 6 and 7, 20 feet each.

Greatest age of bridges—wood, 4; iron, 16 years

One tunnel, solid rock; length, 1020 feet.

STATIONS, ETC.

Passenger and freight combined, 10.

Water, 2; fuel, 1; total, 3.

Engine-house and shop for construction and repairs, 1; value, \$19,471 76.

FENCING.

No fencing on the road. Runs principally through vacant furnace lands.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	4	*50,490 lbs.	*\$12,875
Passenger cars	3	22,500 “	3,600
Freight cars	161	9,500 “	475
Other cars	18	4,600 “	250

Brake in use on passenger cars: Common ratchet brake:

Method of bridging between passenger cars: Only one coach to each train.

“ heating passenger cars: Beeman's patent stove.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 50.

* Including tenders.

SPEED OF TRAINS PER HOUR.

Freight and passenger—highest rate allowed, 15 miles; average rate, including stops, 12 miles.

Coal trains—highest rate allowed, 12 miles; average rate allowed, 10 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	10 cts.	5 cts.
“ more than 8 and less than 30 miles.....	5 “	2 “
“ through passengers.....	4 “	2 “

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (3 miles).....	33 cts.	6 cts.
“ more than 5 and less than 30 miles.....	12 “	6 “
“ through freight.....	12 “	6 “

EXPRESS AND TRANSPORTATION COMPANIES.

No express or transportation companies run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 60 lbs. per yard 5 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	27	
“ freight trains.....	9,779	
“ mixed trains.....	18,315	
“ construction and other trains.....	1,435	
	<hr/>	29,556

Cars.

Passenger.....	16,778	
Express and baggage.....	52	
Freight.....	103,266	
In construction and other trains.....	1,620	
Empty cars.....	64,994	
	<hr/>	186,710

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal.....	\$1,188 29
“ loss and damage of goods and baggage.....	15 25
“ animals killed—7 cattle.....	38 50
Amount claimed, unsettled and in litigation for injuries to persons.....	9,000 00

FUEL CONSUMED.

Coal, 299 tons; cost, \$1,195.65.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	30,901
Average number carried in each car per trip	60
Total mileage, or number carried one mile	250,819
Average number of miles traveled by each	8.12
“ amount received for each	\$0 32.57
“ amount per mile received for each	04.01

Freight.

Tons carried—Through	23,728	
“ Local	80,562	
	<hr/>	104,290
Average tons in each loaded car per trip		8
Total movement, or tons carried one mile		872,404
Average amount received for each ton		\$0 73.93
“ amount per mile received for each		08.84

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	40,106	38
Stone, lime, sand, etc	321	..
Petroleum	24	..
Ores	23,329	22
Pig and bloom iron	30,321	29
Other iron and castings	177	..
Lumber and other forest products	1,001	1
Live stock	7	..
Grain	1,931	2
Other agricultural products	87	..
Flour	956	1
Provisions (beef, pork, lard, etc.)	178	..
Manufactures, including agricultural implements	10	..
Merchandise	1,741	2
Miscellaneous	4,101	4
Aggregate of fractions	<hr/>	<hr/> 1
Total	104,290	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30

EARNINGS

From passenger transportation	\$15,064 03
“ freight transportation	77,108 28
“ all other sources of income, including rents, etc.	1,444 83
Total earnings	<hr/> \$88,617 14

OPERATING EXPENSES.

Maintenance of way and structures	\$15,403 56
Maintenance of cars	12,987 05
Motive power	3,097 62
Conducting transportation	13,979 16

General expenses—

Taxes.....	2,012 82	
Other general expenses	6,415 96	
	<u>8,428 78</u>	
Total operating expenses, being 60.60 per cent. of earnings		\$53,896 17
Net earnings		<u>\$34,720 97</u>

AMOUNTS PER MILE (16.50) OPERATED.

Earnings	\$5,370 74
Operating expenses	3,266 44
Net earnings	2,004 30

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

No receipts.

PAYMENTS.

Interest on floating debt.....	\$596 67
Floating debt liquidated	10,193 25
Construction of new work	9,943 84
Additional equipment.....	4,000 00
Hecla round-house.....	11,173 43
	<u> </u>
Total	\$35,907 19

GENERAL BALANCE SHEET JULY 1, 1874

LIABILITIES.

Capital stock.....	\$129,550 00
Dividend (payable in stock)	459 11
Bills payable.....	13,638 72
Hands' wages	2,708 23
Book accounts.....	9,435 66
Income accounts	39,275 20
Profit and loss	289,251 66
	<u> </u>
	\$484,368 58

ASSETS.

Construction—Main line	\$275,667 83
Etna Branch.....	30,151 08
Hecla Branch.....	14,495 19
Rolling stock.....	78,700 00
Real estate and buildings	38,302 01
Stock in Scioto Valley Telegraph Company.....	93 70
Other stock (held by trustee).....	2,500 00
Cash with treasurer	600 99
“ agents	987 31
Bills receivable	2,713 27
Book accounts	15,405 03
Current expenses	24,752 17
	<u> </u>
	\$484,368 58

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

November 11, 1873. Paul Burgess, near Pine Grove crossing; walking on track with a companion; signal given to leave track; companion obeyed, but Burgess did not; an empty engine passed over him, injuring him slightly. The fault clearly his own.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
John Campbell	Ironton, Ohio.
John Peters	"
Cyrus Ellison	"
John Ellison	"
Samuel W. Dempsey	"
Hiram Campbell	"
William D. Kelley	"
Cyrus Ellison, President and General Manager	"
George Willard, Treasurer	"
Samuel Richards, Secretary and General Ticket and Freight Agent...	"
Jas. R. Martin, Assistant Superintendent and Master Mechanic	"
L. W. Richards, Master of Transportation	"

State of Ohio, County of Lawrence, ss:

Cyrus Ellison, President of the Iron Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

C. ELLISON, *President.*

Subscribed and sworn to before me, this 31st day of August, A.D. 1874.

[SEAL.]

JAMES A. BARTRAM, *Notary Public.*

LAKE ERIE AND LOUISVILLE RAILWAY COMPANY.

This railway was placed in the hands of a receiver April 26, 1874, in a suit brought for the foreclosure of the first mortgage.

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

Fremont to Lima, 67.50 miles, to September 8, 1873; since from Fremont to St Mary's.	87.66
Aggregate of sidings and other tracks	3.79
Total length of track laid with rail	91.45

PROPOSED LINE, GIVING TERMINAL POINTS.

From Sandusky, Ohio, via Union, Indiana, to Cambridge City, Indiana.....	180 miles.
Length graded not laid with rail.....	30 "
On what portion of line? Union, Indiana, to Cambridge City, Indiana.	

CONSTRUCTION ACCOUNT.

Expenditures from date of purchase of the road up to June 30, 1874, inclusive :

Cost of road by purchase June 30, 1872	\$1,565,000 00
Right of way	25,447 21
Civil engineering	10,037 68
Grading and masonry	43,112 70
Bridges	31,424 74
Timber and ties	52,135 79
Iron rails, chairs, spikes, splices and bolts	415,904 45
Fencing	756 34
Passenger and freight stations	11,920 03
Other buildings and fixtures.....	3,539 16
Locomotives and fixtures	27,432 35
Passenger and baggage cars.....	15,327 86
Freight and other cars	38,069 99
Interest, discount, etc	221,651 04
Contingent expenses	19,271 43
Track laying.....	18,530 47
Ballasting	8,922 24
Total	\$2,508,483 48
Cost per mile (87.66,) all in Ohio.....	\$28,616 05

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00
Total paid in and issued—common	\$1,115,650 00
Increase since June 30, 1873	300 00
Amount paid in per mile (87.66) completed.	12,727 01
Stockholders residents of Ohio, 35.	
Amount of stock held and owned by them June 30, 1874	1,070 200 00
No transfer office or agency out of Ohio.	

DEBT.

1st mortgage 7 per cent. bonds, due April, 1892	\$300,000 00
2d “ 7 “ “ “ January, 1903	590,000 00
Amount of funded debt.	\$890,000 00
No increase since June 30, 1873.	
Amount of floating debt, not secured by mortgage	527,341 86
Increase since June 30, 1873	\$81,656 86
Total debt, funded and floating	1,417,341 86
Amount per mile (87.66)	16,168 65
Total of paid-in stock and debt	\$2,532,991 86
Total amount per mile (87.66)	\$28,895 64

ROAD, EQUIPMENT, ETC.

Total cost	\$2,508,483 48
Cost per mile (87.66)	\$28,616 05
No real estate owned by company, exclusive of roadway.	

CHARACTERISTICS, ETC

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Fremont to St. Mary's				87.66
Aggregate of sidings, etc.....				3.79
				<hr/>
Total length laid with rail.....				91.45
All in Ohio, and distributed as follows :				
County.....	Main Track.	Sidings, etc.		Total.
Sandusky.....	11.43	1.01		12.44
Seneca	10.44	.52		10.96
Hancock	30.32	1.24		31.56
Allen	22.97	.57		23.54
Auglaize.....	12 50	.45		12.95
	<hr/>	<hr/>		<hr/>
Totals	87.66	3.79		91.45

Weight of rail per yard on main track, 50, 56 and 60 pounds.

Gauge of road 57½ inches.

Miles of road ballasted, 11, with stone and gravel.

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern Railway, at Fremont.

Toledo, Tiffin and Eastern Railroad, at Burgoon.

Mansfield, Coldwater and Lake Michigan Railroad, at Fostoria.

Baltimore, Pittsburgh and Chicago Railway, at Fostoria.

Dayton and Michigan Railroad, at Lima.

Pittsburgh, Ft. Wayne and Chicago Railway, at Lima.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with above named roads?
As near as possible.

Number of highways crossed at grade, 120.

Miles of telegraph on line of road, 36.50.

“ “ owned by company, none.

Number of “ offices in stations on line, 5.

“ “ stations operated by company, none.

“ operated jointly by railroad and telegraph company, 5.

BRIDGES, TRETTLES, ETC.

Wood bridges, 5; aggregate length, 540 feet; greatest age, 2 years.

Trestles, 25; aggregate length, 1,400 feet; greatest age, 6 years.

Stations, etc.

Passenger, 4; combined, 14; total, 18.

Water and fuel combined 6.

Engine-houses, 4; value, \$7,500.00.

Shops for construction and repairs, 1; value, \$7,000.00.

Fencing.

Miles of fencing on your road, 114; total cost, not given.

“ built within the year ending June 30, 1874, 10; cost per rod, not

“ unfenced, both sides, 50.

Reasons why not completed: Agreement with parties along the line to complete fencing.

EQUIPMENT.

	Number.	Average weight.	Average Cost.
Locomotives	6	*70,500 lbs.	*\$11,600 00
Express and baggage cars	3	30,000 “	2,500 00
Passenger cars	4	34,000 “	3,000 00
Freight cars	80	14,000 “	660 00
Caboose cars	2	15,000 “	700 00

NOT OWNED BY COMPANY—(INCLUDED ABOVE).

One locomotive, owned by L. Q. Rawson, J. Carlin, D. J. Cory, Charles Foster, and James Moore's estate, for which a monthly rent is paid.

*Including tenders.

Average number of cars, including baggage cars, in passenger trains, 2.

Brake in use on passenger cars: Common brake.

Method of bridging between passenger cars: Only one passenger car run in train.

" heating passenger, sleeping, parlor and drawing-room cars run on your road: Substantial wood stoves bolted to the floor and protected at the sides.

Means of lighting same: Car Candles.

Total number of persons employed in operating the road, 135.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed	24 miles.
Average rate, including stops	20 "
Mail and accomodation—highest rate allowed	24 "
Average rate, including stops	20 "
Freight trains—highest rate allowed	15 "
Average rate, including stops	10 "

RATES FOR TRASPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (2.40 miles)	8.30 cents.	8.30 cents.
" more than 8 and less than 30 miles	3 "	3 "
" more than 30 and less than 100 miles	3 "	2.40 "

No addition to ticket rates if fare is paid on trains.

No sleeping-cars run on the road.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles)	40 cents.	12 cents.
" more than 5 and less than 30 miles	24 "	3 "
" more than 30 and less than 100 miles	10.85 "	1.36 "
" the whole length of the main road	3.75 "	1.18 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

United States. The express company pays 15 cents per ton per mile for all freight carried for it.

Name and post-office address of the principal agent or officer in Ohio:

E. M. Matthews, Superintendent, Cleveland.

What freight, transportation and other special lines run on your road?

There are no freight, transportation or other special lines run on the road. We run cars owned by transportation companies, paying mileage on them the same as on other foreign cars.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight 50 lbs. per yard)	8.81 miles.
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MILEAGE OF LOCOMOTIVES AND CARS.

<i>Locomotives.</i>		
Hauling passenger trains	84,510	
“ freight trains	33,344	
“ mixed trains	16,810	
“ construction and other trains	4,000	
		138,744
<i>Cars.</i>		
Passenger	104,261	
Express and baggage	101,320	
Freight	215,656	
Caboose	33,344	
In construction and other trains	14,460	
Empty cars	114,025	
		583,069

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal	\$55 67
“ loss and damage of goods and baggage	148 65
“ animals killed—3 horses, 55 cattle, 5 sheep	55 00

FUEL CONSUMED.

Wood, 4,706 cords; cost, \$10,823.01.

DOINGS IN TRANSPORTATION.

<i>Passengers.</i>		
Number carried of all classes	82,940	
Average number carried in each car per trip	17	
Total mileage, or number carried one mile	1,546,522	
Average number of miles traveled by each	18.65	
“ amount received for each	\$0 56.59	
“ amount per mile received for each	03 035	
<i>Freight.</i>		
Tons carried	53,220	
Average tons in each loaded car per trip	6.30	
Total movement, or tons carried one mile	2,022,781	
Average amount received for each ton	\$1 29.37	
“ amount per mile received for each	03.404	

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	579	1.09
Stone, lime, sand, etc	1,126	2.13
Petroleum	591	1.11
Pig and bloom iron	21	.04
Other iron and castings	144	.27
Lumber and other forest products	16,329	30.69
Live stock	6,851	12.87
Grain	2,908	5.46
Other agricultural products	5,410	10.16
Flour	5,052	9.49

	Tons.	Per cent.
Provisions (beef, pork, lard, etc.)	3,355	6.30
Manufactures, including agricultural implements	3,506	6.59
Merchandise	3,684	6.92
Miscellaneous	3,664	6.88
Total	53,220	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation (local)	\$46,937 96
“ freight “ “	68,859 76
“ mail	4,168 53
“ express	2,466 36
“ all other sources of income, including rents, etc.	3,593 43
Total earnings	\$126,026 04

OPERATING EXPENSES.

Maintenance of way and structures	\$38,373 68
Maintenance of cars	8,528 17
Motive power	30,591 50
Conducting transportation	37,042 72
General expenses—taxes	3,344 03
Total operating expenses, being 93.53 per cent. of earnings	\$117,880 10
Net earnings	\$8,145 94

AMOUNTS PER MILE (87.66) OPERATED.

Earnings	\$1,437 67
Operating expenses	1,344 74
Net earnings	92 93

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscription to stock	\$300 00
Increase of floating debt	81,656 86
Donations	2,710 00
Total	\$84,666 86

PAYMENTS.

Interest on bonds	\$11,550 00
Rent of Dayton and Michigan Railroad track at Lima	4,000 00
Construction of new work	80,751 85
Additional equipment—rebuilding locomotive	2,560 56
Total	\$98,862 41

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$1,115,650 00	
First mortgage bonds	300,000 00	
Second mortgage bonds	590,000 00	
Bills and accounts payable	527,341 86	
Debts payable in capital stock	67,860 00	
Due sundry accounts	1,868 78	
June bills and pay-rolls	9,802 73	
	<hr/>	\$2,612,523 37

ASSETS.

Cost of railway	\$2,508,483 48	
Township bonds	78,000 00	
Bills receivable	1,472 63	
Due from sundry accounts	8,016 39	
Material on hand	5,900 01	
Cash	3,332 11	
Income and expense account	7,318 75	
	<hr/>	\$2,612,523 37

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

August 1, 1873. Frank Remsburg, brakeman, at Fremont, injured while coupling cars; finger mashed off; want of caution.

September 2, 1873. John Welch, brakeman, at Fostoria, injured; hand badly mashed while coupling cars; want of caution.

September 3, 1873. Peter Gessman, at Burgoon Station, fatally injured; was helped off train by conductor, and when last noticed was fifteen or twenty feet from track; subsequently found near track so badly injured that he died in a few hours afterwards; intoxicated.

May 14, 1874. Will T. Lyle, brakeman, at Lima, injured by having foot caught by wheel while uncoupling cars; severely cut from heel to knee; want of caution.

June 16, 1874. John May, section foreman between Bluffton and Beaver Dam, severely injured by falling from hand car, which passed over him; want of caution.

June 24, 1874. Neil Graham, Findlay, injured; had foot crushed while loading lumber at yard; want of caution.

RECAPITULATION.

Killed—Employees—from want of caution		
Others—on track and trespassing	1	
Total		1
Injured—Employees—from want of caution	4	
Others—on track and trespassing	1	
Total		5

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
L. Q. Rawson	Fremont, Ohio.
R. P. Buckland.....	" "
Chas. T. Moore.....	" "
Charles Foster.....	Fostoria, "
C. W. Foster.....	" "
D. J. Cory	Findlay, "
S. Carlin	" "
S. Medbury	Columbus, "
C. S. Brice.....	Lima, "
W. K. Smith.....	Union City, Indiana.
J. P. Gray	" "
I. H. Burgoon, Receiver and Superintendent	Fremont, Ohio.
L. Q. Rawson, President.....	" "
Charles Foster, Vice-President.....	Fostoria, "
W. H. Andrews Treasurer and Secretary	Fremont, "
John Pero, Master Mechanic.....	" "
E. L. Bennet, Chief Engineer.....	La Porte Indiana.
W. H. Andrews, General Ticket Agent	Fremont, Ohio.
M. W. Siebert, General Freight Agent.....	" "
I. H. Burgoon, Purchasing Agent	" "

State of Ohio, County of Sandusky, ss :

I. H. Burgoon, Receiver of the Lake Erie and Louisville Railway Company, being duly sworn, deposes and says, that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

I. H. BURGOON, *Receiver.*

Subscribed and sworn to before me, this 29th day of August, 1874.

[SEAL.]

W. H. ANDREWS, *Notary Public.*

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Buffalo, New York, to Chicago, Illinois	540.37	
“ Elvria Junction, Ohio, to Millbury Junction, Ohio.....	72.95	
“ Sandusky “ “ old depot, Sandusky.....	3.74	
“ Air Line “ “ Elkhart, Indiana.....	130.70	
“ “ “ “ Detroit, Michigan.....	62.29	
“ Lenawee “ Michigan, to Jackson, Michigan.....	41.90	
“ “ “ “ Monroe “	29.50	
“ White Pigeon, “ Grand Rapids, Michigan	94.68	
“ Jonesville, “ North Lansing, “	61.14	
“ Palmyra Junction, “ to Adrian, “	5.33	
“ Dunkirk, New York, to Junction with D. W. and P. R. R	1.50	
“ Ashtabula Harbor, Ohio, to Oil City	89.70	
“ Andover, Ohio, to Youngstown (and branches)	41.58	
	<u>1,175.38</u>	
Double main track.....	230.02	
Aggregate of sidings and other tracks	409.84	
	<u>639.86</u>	
Total length of track laid with rail.....		1,815.24

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$50,000,000 00
Par value of shares.....	100 00
Amount paid in—Common.....	49,466,500 00
Preferred	533,500 00
Total paid in and issued.....	\$50,000,000 00
Amount paid in per mile (1,024.70).....	48,794 76
Proportion for Ohio (377.61 miles)	18,425,389 32
Stockholders residents of Ohio, 1,353.	
Amount of stock held and owned by them June 30....	5,926,000 00
Location of transfer office or agency out of Ohio: Farmers' Loan and Trust Company, New York City.	
Number of shares transferred within the year at said office: Don't know.	

DEBT.

L. S. and M. S. 1st mortgage consolidated bonds.....	\$5,966,000 00
“ 2d “ “ “	5,336,000 00
“ sinking fund, 1879.....	1,198,000 00
“ plain bonds of 1882.....	3,529,000 00
M. S. and N. I. 1st mortgage bonds.....	5,256,000 00
“ 2d “	2,692,000 00
C. and T. 1st mortgage bonds.....	1,595,000 00
“ 2d “	860,000 00
C. P. and A. 1st “	500,000 00
“ 2d “	1,000,000 00
“ 3d “	1,000,000 00
B. and E. 1st “ three issues.....	3,479,000 00
L. S. Railway “ dividend ” bonds.....	1,444,000 00

Total L. S. and M. S. Railway funded debt, all bearing 7 per cent., payable semi-annually in currency \$33,855,000 00

Fifteen issues in all, maturing at different times between July 1, 1874, and December 1, 1903.	
D. M. and T. 1st mortgage 7 per cent. bonds.....	924,000 00
W. P. and K. 1st “ 7 “ “	400,000 00
“ 1st “ 8 “ “	200,000 00

Total funded debt on 1,024.70 miles owned.....	\$35,379,000 00
Increase since June 30, 1873	\$5,906 000 00
Amount of floating debt not secured by mortgage.....	\$2,160,088 00
Increase since June 30, 1873.....	\$634,397 65
Total debt, funded and floating.....	37,539,088 00
Increase since June 30, 1873.....	5,271,602 35
Amount per mile (1,024.70)	36,634 22
Proportion for Ohio (377.61 miles)	13,833,447 81

Total of paid-in stock and debt.....	\$87,539,088 00
Total amount per mile (1,024.70).....	85,428 98
Total proportion for Ohio (377.61 miles).....	32,258,837 13

COST OF ROAD, EQUIPMENT, ETC.

Right of way and construction (1,024.70 miles)	\$67,029,812 35
Equipment (1,175 miles)	14,232,846 82
	\$81,262,659 17
Cost per mile (1,024.70).....	\$65,414 09
(1,175).....	12,113 06
	\$77,527 15
Proportion for Ohio (377.61 miles)	\$24,701,014 52
(419.19) “	5,077,673 62
	29,778,688 14

Value of real estate owned by Company, exclusive of road-way	2,500,000 00
All in use for railroad purposes.	

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

[Length in miles and decimals.]				Length.	In Ohio.
Main track from Buffalo to Chicago.....				540.37	195.01
“ Elyria Junction to Millbury Junction.....				72.95	72.95
“ Sandusky “ old depot, Sandusky.....				3.74	3.74
“ Air Line “ Elkhart, Ind.....				130.70	64.90
“ “ “ Detroit, Michigan.....				62.29	7.70
“ Lenawee “ Jackson, “.....				41.90	.....
“ “ “ Monroe, “.....				29.50	.....
“ White Pigeon to Kalamazoo, “.....				36.68	.....
“ Jonesville to North Lansing, “.....				61.14	.....
“ Palmyra Junction to Adrian, “.....				5.33	.....
“ Dunkirk, New York, to junction with D. W. and P. R.R.				1.50	.....
“ Ashtabula Harbor, Ohio, to Jamestown, Pa.....				38.60	33.31
Total single main track.....				1,024.70	377.61
Double main track.....				230.02	106.06
Aggregate of sidings, etc, not above enumerated.....				387.38	198.50
Total length laid with rail.....				1,642.10	682.17
Length in Ohio, distributed as follows :					
County.	Main track.	Branches.	Double track.	Sidings, etc.	Total.
Ashtabula.....	27.78	33.31	27.78	15.36	104.23
Lake.....	28.50	.....	28.50	8.55	65.55
Cuyahoga.....	31.32	.....	31.30	41.05	103.67
Lorain.....	34.97	.....	7.74	24.80	67.51
Erie.....	28.73	3.74	.....	18.79	51.27
Huron.....	26.63	.....	.....	11.64	38.27
Sandusky.....	26.66	.....	.....	6.90	33.56
Ottawa.....	41.67	.....	.....	20.88	62.55
Wood.....	7.70	.....	6.74	3.07	17.51
Lucas.....	13.99	23.81	4	38.23	80.03
Fulton.....	.....	24.49	.....	5.78	30.27
Williams.....	.....	24.30	.....	3.45	27.75
Totals.....	267.96	109.65	106.06	193.50	682.17

RAILWAYS OPERATED UNDER LEASE—(EMBRACED IN THIS REPORT).

	Length.	In Ohio.
Kalamazoo, Allegan and Grand Rapids Railroad, main track.....	58	.....
Jamestown and Franklin Railroad, main track.....	51.10	.....
Mahoning Coal Railroad, main track.....	41.58	41.58
Total.....	150.68	.....
Aggregate of sidings and other tracks.....	22.46	3 60
Totals.....	173.14	45.18
Steel and “capped” rail on entire line.....	467.30	

Weight of rail per yard on main track, 60 pounds. Gauge of road, $57\frac{1}{2}$ and $56\frac{1}{2}$ inches.

Road in Ohio all ballasted with stone and gravel—gravel and stone trains kept busy in keeping up the road-bed to the highest standard.

RAILROADS CROSSED AT GRADE IN OHIO.

Lake Shore and Tuscarawas Valley Railway, at Elyria.
 Lake Erie Division Baltimore and Ohio Railroad, at Monroeville.
 Cincinnati, Sandusky and Cleveland Railroad, at Clyde.
 Lake Erie and Louisville Railway, at Fremont.
 Dayton and Michigan Railroad, at East Toledo.
 Toledo, Tiffin and Eastern Railroad (Woodville), at East Toledo.
 Toledo, Wabash and Western Railway, at Toledo,
 Cleveland and Pittsburgh Railroad, at Cleveland.
 Ashtabula, Youngstown and Pittsburgh Railroad, at Ashtabula.
 Painesville and Youngstown Railroad, at Painesville.
 Atlantic and Great Western Railroad, at Kinsman, at Youngstown, and near Salem.
 Do all trains on your roads stop at these crossings? Yes.
 Are flagmen stationed at each? Targets, with men to tend them.
 Are your time-tables arranged to secure connections with above named roads? Yes.
 Number of highways crossed at grade in Ohio, 469.
 Miles of telegraph on line of road, 6,450.
 Miles of telegraph owned by company, 1,076
 Number of telegraph offices in stations on line, 176.
 Number operated jointly by railroad and telegraph company, 45.

BRIDGES, TRESTLES, TUNNELS, ETC., IN OHIO.

Bridges.

Wood.....	23	Aggregate length.....	3,261½ feet.
Iron.....	13	“ “	1,574 “
Stone.....	11	“ “	2,039 “
Total.....			6,874½ “

Greatest age— wood, 22 years; iron, 10 years.
 Number of trestles, 79; aggregate length, 6,603 feet; greatest age, 5 years.

Tunnels.

Stone, 1; length, 114 feet.

Stations, etc.

Passenger, 38; freight, 28; combined, 33. Total, 104.
 Water, 13; fuel, 5; combined, 21. Total, 39.
 Engine-houses, 10; value, \$99,000 00.
 Shops for construction and repairs, 12; value, 62,000 00.

Fencing.

Road all fenced; constantly renewing; cost per rod, about \$1.50.

EQUIPMENT—ENTIRE LINE.

	Number.	Average weight.	Average cost.	Average value.
Locomotives	496	*\$81,000 lbs.	*\$10,000	\$8,000
Express and baggage cars.....	77	28,000 “	3,000	2,000
Passenger cars	172	34,000 “	4,000	2,500
Drawing-room cars	6	.....	.....	.....
Sleeping cars.....	26	.....	.....	.....
Freight cars.....	9,986	16,600 “	600	500
Other cars	159	12,000 “	500	400

* Including tenders.

NOT OWNED BY COMPANY (INCLUDED ABOVE).

Drawing-room, 6; sleeping cars, 26 Owned by Gates and Wagner, Buffalo.

State terms of service: Gates and Wagner place the cars upon the road at their own expense, and maintain the inside, receiving the entire revenue from berths and seats. The railway company haul the cars, heat and light them, and maintain the outside of the cars, trucks, wheels, etc.

Average number of cars, including baggage cars, in passenger trains, 5.

“ “ in freight trains, 30.

Brake in use on passenger cars: The Westinghouse air-brake.

Method of bridging between passenger cars: The Miller platform.

Method of heating passenger, sleeping, parlor and drawing-room cars run on your road: The Baker warmer—hot water in coiled pipes under the seats.

Means of lighting same: Car candles in glass globes .

Total number of persons employed in operating the road entire line, 11,132. Proportion for Ohio, 4,786.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 40 miles. Average rate, including stops, 30 miles.

Mail and accommodation—highest rate allowed, 30 miles. Average rate, including stops, 22 miles.

Freight trains—highest rate allowed, 15 miles. Average rate, including stops, 10 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1-6 mile)	3.12 cents.	3.12 cents.
“ more than 8 and less than 30 miles	3. “	1. “
“ more than 30 and less than 100 miles	3. “	1. “
“ the whole length of the main road in Ohio.....	2.94 “	1. “
“ through passengers, between Buffalo and Chicago.....	2.59 “	.89 “

No addition to ticket rates if fare is paid on trains.

Amount charged in addition to regular passenger fare in sleeping or other cars on your road: For seat, 50 cents; berth, \$2.00; section, \$4.00; state-room, \$5.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles)	40 cents.	10 cents.
“ more than 5 and less than 30 miles	12.50 “	3.50 “
“ more than 30 and less than 100 miles	6.50 “	2 “
“ the whole length of the main road in Ohio.....	5 “	1.75 “
“ through freight, between Buffalo and Chicago.....	2 “	.88 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms? American Express, Buffalo to Cleveland; United States Express, Cleveland to Chicago. We carry their freight, delivered to us at the cars, as follows: American, \$198.40 per day for 16 tons;

for excess through, 62 cents per 100 pounds; and for all way freight, 30 cents per 100 pounds. United States, \$312.50 per day for 10 tons; and for way freight, 60 cents per 100 pounds.

Name and post-office address of the principal agent or officer of each in Ohio: H. S. Julier, Superintendent American Express Company, Cleveland; E. M. Matthews, Superintendent United States Express Company, Cleveland.

What freight, transportation or other special lines run on your road? Red Line, co-operative; White Line, co-operative; Great Western Dispatch, co-operative; Globe Line, co-operative; Empire Line, stock company; Merchants' Dispatch, stock company; Lake Shore Crude Oil Transportation Company, stock company.

State terms as to rates, use of track, machinery, repair of cars, etc., with each:

Co-operative lines: Each railroad company contributes its quota of cars, and shares in all expenses according to earnings received, adjusted at line meetings monthly.

The stock companies furnish their own cars, receiving the usual mileage therefor; also a commission on freight brought to the road.

Name and post-office address of the principal agent or officer of each line:

Red Line, B. F. Smith, General Manager, Buffalo, New York.

White Line, George Darling, General Manager, Buffalo, New York.

Great Western Dispatch, H. R. Duval, General Manager, New York.

Globe Line, Doan Blinn, General Manager, Toledo, Ohio.

Empire Line, Geo. W. Ristine, Superintendent, Cleveland, Ohio.

Merchants' Dispatch, O. B. Skinner, General Manager, Cleveland, Ohio.

Lake Shore Crude Oil Transportation Company, T. M. Bartlett, President, Cleveland, Ohio.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

[Length in miles and decimals.]

Re-rolled iron	61.595	
Spliced and mended iron	64.344	
Steel rail, weight 60 lbs. per yard	29.048	
Steel capped rail, weight 60 lbs. per yard.....	4.169	
		159,156

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	2,712,734	
“ freight trains	7,366,999	
“ mixed trains.....	None.	
“ construction and other trains	810,028	
		10,889,761

Cars.

Passenger	5,982,376	
Express and baggage	4,330,426	
Freight	165,756,478	
Caboose	7,366,999	
In construction and other trains.....	7,042,500	
Empty cars.....	55,252,492	
		245,731,271

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries in Ohio, to passengers, fatal and non-fatal	\$2,720 47
“ “ “ to employes, “ “	12,431 79
“ “ “ to others, “ “	1,560 00
“ loss and damage of goods and baggage—entire line	35,938 80
“ animals killed in Ohio—13 horses	\$1,535 00
15 cattle	963 00
39 sheep	110 00
1 hog	10 00
	<hr/>
	\$2,620 00
Amount claimed, unsettled and in litigation for injuries in Ohio	
to persons: Ten cases	\$45,000 00

FUEL CONSUMED.

Wood, about 161,459 cords; cost, \$562,811. Coal, about 218,012 tons; cost, \$856,495.

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number carried of all classes	2,944,892
Average number carried in each car per trip	25
Total mileage, or number carried one mile	175,775,910
Average number of miles traveled by each	59.69
“ amount received for each	\$1 50.817
“ “ per mile received by each	02.526

FREIGHT.

Tons carried—Through, between Buffalo and Chicago	585,471
Local, not including company's freight	4,633,542
	<hr/>
	5,219,013
Average tons in each loaded car per trip	10
Total movement, or tons carried one mile	1,049,646,415
Average amount received for each ton	\$2 48.60
“ “ per mile received for each	01.225

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	581,760	10.3
Stone, lime, sand, etc.	169,435	3.
Petroleum	566,345	10.
Ores	11,085	0.2
Pig and bloom iron	33,550	0.6
Railroad iron (iron and steel rails)	21,070	0.4
Other iron and castings	100,865	1.8
Lumber and other forest products	588,190	10.4
Live stock	438,694	7.7
Grain	902,557	15.9
Other agricultural products and fruits	207,264	3.7
Flour	286,071	5.
Provisions (beef, pork, lard, etc.,)	241,081	4.3
Manufactures, including agricultural implements	160,328	2.8
Merchandise	303,452	5.4
Miscellaneous	607,266	10.7
Supplies for company's use	442,868	7.8
	<hr/>	
Total	5,661,881	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
From passenger transportation—Through	\$881,809 92
Local.....	3,559,605 59
	<hr/>
From freight transportation—Through.....	3,271,359 98
Local	9,582,437 25
Earnings for storage, E. and P. freight account	121,502 25
	<hr/>
	\$12,975,299 48
From mail	517,807 15
“ express	301,091 53
“ all other sources of income, including rents, etc	109,669 05
	<hr/>
Total earnings.....	\$18,345,282 72

OPERATING EXPENSES.	
Maintenance of way and structures.....	3,471,764 55
“ cars	1,020,004 77
Motive power.....	740,320 39
Conducting transportation	6,709,836 23
General expenses—	
Taxes—Ohio (35 per cent. of the road operated) \$251,118 50	
“ New York, Pennsylvania, Michigan, Indiana and Illinois, five States, embracing 65 per cent. of the road operated. 239,510 47	
	<hr/>
	\$490,628 97
Total operating expenses, being 67.77 per cent. of earnings....	<hr/>
	\$12,432,554 96
Net earnings	<hr/>
	\$5,912,727 76

AMOUNTS PER MILE (1,175 38) OPERATED.			
Earnings	\$15,607 96	Proportion for Ohio (419.19 miles) ..	\$6,542,700 75
Operating expenses....	10,577 48	“ “	4,433,973 84
Net earnings	5,030 48	“ “	2,108,726 91

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.	
From sale of bonds not heretofore issued.....	\$1,835,400 00
PAYMENTS.	
Interest on bonds.....	2,275,355 00
“ floating debt (7 per cent. per annum)	295,737 17
Dividends, rate 10 per cent. on preferred stock	53,350 00
“ rate 4 per cent. on common stock	1,978,040 00
Floating debt liquidated.....	634,397 65
Lease of Erie and Kalamazoo Railroad, Michigan.....	\$30,000 00
“ Kalamazoo, Allegan and Grand Rapids Railroad ..	103,800 00
“ Junction and Franklin Railroad, Pennsylvania....	97,873 80
“ Mahoning Coal Railroad, Ohio	33,448 77
	<hr/>
	\$265,122 57
Construction of new work	1,698,809 51
Additional equipment.....	1,311,936 06
“ real estate.....	109,137 12
	<hr/>
Total	\$8,621,885 08

Report of Commissioner.

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$50,000,000 00	
Funded debt Lake Shore and Mich. Southern Railway	33,855,000 00	
" " Detroit, Monroe and Toledo Railroad	924,000 00	
" " White Pigeon and Kalamazoo Railroad	600,000 00	
Floating debt.....	2,160,088 00	
June liabilities, payable in July.....	903,435 20	
Income account, or profit and loss.....	2,359,798 19	
		<hr/> \$90,802,321 39

ASSETS.

Lake Shore and Michigan Southern Railway and branches, \$63,780,349 26	
Detroit, Monroe and Toledo Railroad.....	1,291,968 13
White Pigeon and Kalamazoo Railroad.....	610,000 00
Northern Central Michigan Railroad	1,347,494 96
Jamestown and Franklin Railroad	1,911,631 67
Equipment for 1,175 miles of road	14,232,846 82
Lake Shore and Mich. Southern R'y stock, 2,514 shares....	251,400 00
Detroit, Monroe and Toledo stock, 4,136 shares	413,600 00
Stocks of other companies, \$1,191,000	1,157,846 78
Bonds of other companies, \$1,596,000	1,490,707 50
Bills receivable	854,613 34
Cash	57,509 65
Uncollected earnings.....	889,034 26
Supplies, rails, fuel, etc.....	2,463,479 39
Individual accounts.....	36,489 95
General office building.....	11,612 14
Sundry bond scrips.....	1,737 54
	<hr/> \$90,802,321 39

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 1, 1873. Laura E. Mobey, a little girl, Olmsted Falls, killed on the track, struck by engine; every effort was made by engineer to save her.

July 1, 1873. A. R. Wentworth, found dead at Huron draw-bridge; had been drinking, and supposed to have been intoxicated; nothing known of the accident until he was found.

July 5, 1873. Henry Baker, brakeman, Rockport, instantly killed by falling between cars while train was in motion; want of caution.

July 7, 1873. Charles Murison, Fremont, injured; arm crushed while attempting to couple cars; was not in employ of company; his own fault.

July 17, 1873. Joseph Tyson (colored), Oberlin; found dead; not known by what train he was killed.

July 19, 1873. Frank Roth, near Toledo; struck by engine, and died soon afterward; did not heed warning. His own fault. Verdict of coroner's jury, "Accidental death."

July 22, 1873. George Moummey, passenger, Port Clinton; fell in attempting to get on moving train, and was considerably injured. His own fault.

[No date.] Thomas Fleming, Cleveland ; injured while crossing track in buggy ; the buggy was struck, he was thrown on the track, and had one leg cut off by engine. His own fault, as every effort was made to prevent his crossing by flagman and policeman.

July, 26, 1873. Henry Wilson and Charles Eaton, two negro boys, near Venice station ; asleep on track, run over by train ; the former killed, and the latter seriously injured. Their own fault.

July 27, 1873. Edward Burke, a boy nine years old, Cleveland yard ; injured stealing a ride ; jumped off, fell under car, and had one leg cut off. His own fault.

July 28, 1873. William Blandford, brakeman, Cleveland ; somewhat injured by being caught between bumpers. Want of caution.

August 1, 1873. I. Murphy, trackman, Vermillion ; instantly killed ; attempted to get on moving train, and fell between the cars. His own fault.

August 8, 1873. I. G. Taylor, stock drover, Toledo yard ; struck by switch engine, and died of injuries in a short time. Verdict of coroner's jury, "Accidental death."

August 14, 1873. Charles Burns, messenger boy, Toledo yard ; killed by being caught between two grain cars. His own fault—had been warned not to go there.

August 23, 1873. Charles Miller, near Painesville ; fatally injured in attempting to get on moving train ; died a few hours afterward. His own fault.

August 23, 1873. Alfred Hayward, a boy, Cleveland yard ; leg crushed between draw-bars of freight cars ; amputation necessary. His own fault.

August 27, 1873. John Madigan, division master, Cleveland yard ; struck by train and considerably injured. Want of caution.

August 31, 1873. Lafayette Gray and William Stillman, Willoughby ; standing on double track waiting for east-bound train ; were struck by another train. Gray was killed, and Stillman had one leg so badly crushed that amputation was necessary. Their own fault.

August 31, 1873. John A. Wilson, brakeman, Cleveland yard ; fatally injured ; attempted to get on moving train, fell and had one leg crushed, and died a few hours afterward. His own fault.

September 8, 1873. William Kelley, a boy, Painesville ; fatally injured ; fell in attempting to get on moving train, and had both legs cut off ; died in a few hours. His own fault.

September 8, 1873. Peter Gilchrist, an old man, Rockport ; killed ; was struck by train. His own fault—was intoxicated.

September 17, 1873. Jonathan Kessenger, Bryan ; killed ; walking on track, was struck by engine. His own fault.

September 23, 1873. John Berson, section foreman, near East Toledo ; struck by train and killed ; dark and foggy morning, and engineer did not see him until within a few feet of him. Want of caution.

September 25, 1873. A boy named Horning, at Amherst ; injured ; attempted to get on moving train, fell and had one leg badly crushed ; amputation necessary. His own fault.

October 1, 1873. George Deighton, conductor, Elyria ; fatally injured ; attempted to get on his train while in motion ; fell, and was so injured that he died in a few hours. His own fault.

October 3, 1873. Larry Riley, night flagman, Cleveland yard ; injured ; attempted to cross track in front of moving engine, and had one foot cut off. Want of caution.

October 16, 1873. George Whitmore, night switchman, Brownhelm ; killed ; run over by stone train ; supposed to have been asleep on quarry track. Want of caution.

October 19, 1873. Albert Beck, brakeman, Rockport; killed; slipped and fell while coupling cars and was run over. Want of caution.

November 10, 1873. C. M. Richmond, brakeman, Geneva Station; killed by falling between cars while passing from one to another. Want of caution.

November 15, 1873. An unknown Chinaman, Clyde; killed; was walking on track; struck by engine. His own fault.

November 17, 1873. Henry Carroll, section man; fatally injured; was found on platform at Wakeman Station with arm badly crushed and shoulder injured; died the day following. Supposed to have been struck and thrown there by passing train.

November 28, 1873. An unknown man, three miles east of Cleveland; killed while walking on track; struck by engine. His own fault.

December 3, 1873. John Green, two miles east of Berea; struck by train; one leg cut off, and otherwise injured; said to have been intoxicated; his own fault.

December 11, 1873. Charles Fuller, brakeman, Cleveland yard; injured; knocked down by yard engine and foot badly crushed; amputation necessary; his own carelessness.

December 12, 1873. Nathan Peter, Graytown; fatally injured; was run over by train and had one leg cut off; died next day; his own fault.

December 20, 1873. George Phillips, three miles west of Springfield; fatally injured; attempted to get on moving train; had both legs crushed, and died following day; his own fault.

January 9, 1874. John Gorman, conductor; injured; lost two fingers coupling cars; want of caution.

January 10, 1874. John Gotman, brakeman, Toledo yard; injured; lost two fingers of left hand while coupling cars; want of caution.

[No date]. A. W. Slaytern, brakeman; injured; attempted to get on forward part of train which had broken in two, fell, and had one foot badly crushed; amputation necessary; want of caution.

[No date]. H. Roberts, brakeman, Cleveland yard; injured; had fingers of right hand crushed while coupling cars; one finger amputated; want of caution.

[No date]. John Prenty, employe, Toledo yard; injured; foot crushed in attempting to kick out a shackle between cars; amputation necessary; want of caution.

January 22, 1874. James Murphy, conductor of pony engine, Toledo yard; killed by being run over by cars which were being switched; want of caution.

January 23, 1874. C. L. Waite, brakeman, near Ashtabula Station; killed; attempted to cross track in front of approaching train; was struck by engine; want of caution.

January 26, 1874. John Childs, conductor of pony engine, Toledo yard; hand badly crushed in attempting to couple cars; want of caution.

February 2, 1874. Thomas R. Polk, brakeman, Toledo yard; killed; struck by pony engine; want of caution.

March 26, 1874. Austin Koch, an old man, passenger, Brownhelm; fatally injured; fell from platform of car while train was in motion, and was so injured internally that he died next day; want of caution.

April 5, 1874. Henry Hamilton, conductor of pony engine, Toledo yard; hand injured while coupling cars; thumb amputated; want of caution.

April 11, 1874. Eldridge Nichols (about 60 years of age), near Willoughby; fatally injured while walking on track; was struck by engine; died the following Saturday. The engineer did all in his power to warn him, but was unable to stop the train in time to save him.

April 18, 1874. Patrick Malloy, employe, Cleveland yard; killed while walking on the track; struck by engine; his own fault.

May 3, 1874. F. A. Thompson, brakeman; injured; had collar-bone broken while between cars hooking safety chain; his own fault, as he should not have gone there until train was made up.

May 6, 1874. An unknown man, near Berea; killed while walking on track; struck by engine; his own fault.

May 23, 1874. Giles Giddings, Union Depot, Cleveland; injured; got on moving freight train, was knocked off by switch-house, so that one leg had to be amputated below the knee; his own fault.

June 3, 1874. Charles T. Dudley, Amherst; killed; intoxicated and sitting on track; struck by engine; his own fault.

June 19, 1874. An old man, name not known, two miles east of Toledo; killed; walking on track, struck by engine; his own fault.

June 27, 1874. Hip. Northrup, Olmsted Falls; injured; attempted to jump on caboose of moving train, fell, and car passed over one leg, injuring it so that amputation was necessary; his own fault.

June 27, 1874. A. L. Goodrich, yard car recorder, Cleveland; injured; was knocked down by freight train that was being switched; had his foot crushed, and was otherwise much injured; want of caution.

RECAPITULATION.

Killed—Passengers—From misconduct or want of caution	1
Employees—From causes beyond their control.....	3
“ misconduct or want of caution	11
Others—On track and trespassing.....	19
Total	34
Injured—Passengers—From misconduct or want of caution	1
Employees—From causes beyond their control.....	1
“ misconduct or want of caution	12
Others—On track and trespassing.....	10
Total	24

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Cornelius Vanderbilt	New York City.
Wm. H. Vanderbilt.....	“ “
Augustus Schell.....	“ “
Samuel F. Barger	“ “
Eugene N. Robinson	“ “
William Williams	Buffalo, New York.
William L. Scott.....	Erie, Pa.
John A. Tracy	“
Charles M. Reed	“
Amasa Stone, Jr	Cleveland, Ohio.
Stillman Witt.....	“ “
H. B. Payne	“ “
Albert Keep	Chicago, Ill.

Cornelius Vanderbilt, President.....	New York City.
W. H. Vanderbilt, First Vice-President	“ “
Augustus Schell, Second Vice-President	“ “
Amasa Stone, Jr., Managing Director.....	Cleveland, Ohio.
C. P. Leland, Auditor	“ “
E. D. Worcester, Treasurer.....	New York City.
Geo. B. Ely, Secretary and Assistant Treasurer	Cleveland, Ohio.
N. Bartlett, Cashier	“ “
Charles Paine, General Superintendent	“ “
James Sedgely, Master Mechanic.....	“ “
Charles Collins, Chief Engineer.....	“ “
J. W. Cary, General Ticket Agent	“ “
Addison Hills, General Freight Agent	“ “
A. C. Armstrong, Purchasing Agent	“ “

State of Ohio, County of Cuyahoga, ss :

Amasa Stone, Jr., Managing Director of the Lake Shore and Michigan Southern Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

AMASA STONE, JR., *Managing Director.*

Subscribed and sworn to before me, this 21st day of September, A.D. 1874.

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

LAKE SHORE AND TUSCARAWAS VALLEY RAILWAY COMPANY.

[ROAD ALL IN OHIO.]

The cost of purchase of the Elyria and Black River Railway has been reduced from the amount reported last year by a sale of real estate, included in said purchase, for \$12,510 40, and by a reduction of the capital stock of said company, assumed in the purchase, to the amount of \$19,000. Total reduction, \$31,510.40.

ENTIRE LINE OPERATED.

[Length in miles and decimals]

From Black River to Elyria	7.81
“ Elyria to Urichsville.....	93.33
	<hr/> 101.14
Aggregate of sidings and other tracks.....	22.60
	<hr/>
Total length of track laid with rail	123.74

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

For right of way, \$264,382.15, less amount of real estate previously charged to this account, sold during the year, \$15,800	\$248,582 15
“ civil engineering	36,447 06
“ grading, masonry and ballasting	1,076,359 74
“ bridges and trestles	149,314 19
“ superstructures (track laying)	141,346 28
“ timber and ties.....	305,800 81
“ iron rails, chairs and spikes	1,367,565 34
“ fencing	70,600 46
“ passenger and freight stations	16,719 39
“ engine and car houses, machine shops, machinery and fixtures.....	65,051 11
“ other buildings and fixtures	9,313 71
“ locomotives and fixtures.....	178,849 43
“ passengers and baggage cars.....	31,519 59
“ freight and other cars	262,926 31
“ interest on bonds.....	358,647 78
“ discount on bonds.....	154,887 08
“ general interest and exchange	159 21
“ contingent expenses.....	90,890 88
“ general office furniture	2,497 13
“ sidings, crossings and coal branches	279,204 04
“ Elyria and Black River Railway purchase.....	348,489 60
“ telegraph line.....	3,533 27
	<hr/>
Total.....	\$5,198,704 56
Cost per mile (101.14).....	\$51,401 07

STOCK AND DEBT.

CAPITAL STOCK

Amount authorized	\$2,000,000 00	
Amount subscribed	2,000,000 00	
Par value of shares	50 00	
Amount paid in—common, issued	1,351,850 00	
Not issued, partial payments	72,445 00	
Total paid in and issued, including partial payments, subscriptions canceled, repudiated and worthless		\$2,024,295 00
Increase since June 30, 1873	\$42,380 00	
Amount paid in per mile (101.14)	20,014 80	
Stockholders residents of Ohio, 1,086.		
Amount of stock held and owned by them June 30, 1874...	1,177,850 00	
Location of transfer office or agency out of this State, none.		

DEBT.

1st mortgage 7 per cent. bonds, due October, 1901	\$2,000,000 00	
2d “ 7 per cent. bonds (\$1,000,000.00 authorized), disposed of different years	696,000 00	
Erie and Black River 7 per cent. bonds, due May, 1892....	180,000 00	
Amount of funded debt		\$2,876,000 00
Increase since June 30, 1873	\$576,000 00	
Amount of floating debt, not secured by mortgage		280,231 47
Increase since June 30, 1873	\$101,466 87	
Total debt, funded and floating	3,156,231 47	
Increase since June 30, 1873	677,466 87	
Amount per mile (101.14)	31,206 56	
Total of paid-in stock and debt		\$5,180,526 47
Total amount per mile (101.14)	\$51,221 36	

COST OF ROAD, EQUIPMENT, Etc.

Right of way	\$248,582 15	
Construction	3,882,737 79	
Equipment	538,346 44	
Other items of cost, not included in above	529,038 18	
Cost per mile (101.14)	\$51,401 07	
Value of real estate owned by company, exclusive of roadway	23,234 30	
Docks at Black River harbor	35,162 53	
		\$5,198,704 56

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Black River to Urichsville	101.14
Aggregate of sidings and other tracks	22.60
Total length laid with rail	123.74

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Lorain	22.66	5.67	28.33
Medina	17.81	2.15	19.96
Wayne	12.75	3.81	16.56
Summit .....	.92	.10	1.02
Stark	24.49	6.22	30.71
Tuscarawas	22.51	4.65	27.16
Total	101.14	22.60	123.74

Weight of rail per yard on main track, 56 lbs.

Gauge of road, 57 $\frac{1}{2}$ inches.

Miles of road ballasted, 90, with gravel.

Miles ballasted since June 30, 1873, 35, with gravel.

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern Railway, at Elyria.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Grafton.

Atlantic and Great Western Railroad, at Russell.

Cleveland, Mt. Vernon and Delaware Railroad, at Warwick.

Pittsburgh, Fort Wayne and Chicago Railway, at Massillon.

Marietta, Pittsburg and Cleveland Railway, at Canal Dover.

Pittsburgh, Cincinnati and St. Louis Railway, at Urichsville.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? At all except Canal Dover.

Are your time-tables arranged to secure running connections with above named roads?

As far as practicable.

Number of highways crossed at grade, 90.

Miles of telegraph on line of road, 100.

Miles of telegraph owned by company jointly with Western Union Telegraph Company, 100.

Number of telegraph offices in stations on line, 15.

Number of telegraph stations operated by company, 15.

Number operated jointly by railroad and telegraph company, 12.

BRIDGES, TRESTLES, ETC.

Wood bridges, 9; aggregate length, 1,203 feet; greatest age, 2 years.

Open culverts, stone abutments, 9; length, 189 feet.

Trestles, 105; aggregate length, 3,950 feet; greatest age, 2 years.

Pile, 21; aggregate length, 3,525 feet.

Stations.

Passenger and freight combined, 19.

Water, 5.

Engine houses, 4; shops for construction and repairs, 1.

Fencing.

Miles of fencing on your road, 195; total cost, \$70,600.46.

Miles built within the year ending June 30, 1874, 43; cost per rod, \$1.20.

Miles unfenced (both sides), 5; is being completed as fast as possible.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	15	*60,000 lbs.	*\$11,923 35
Express and baggage cars.....	2	.....	2,625 00
Passenger cars	6	.....	4,361 60
Drawing-room and sleeping-cars.....	None.	.....	.....
Freight cars	328	.....	801 61

Average number of cars, including baggage cars, in passenger trains, 3.

Average number of cars in freight trains, 25.

Brake in use on passenger cars: Westinghouse patent air-brake.

Method of bridging between passenger cars: Miller's patent coupler and buffer.

Method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Dripp's patent stove, with conductors on each side of car, and openings under each seat.

Means of lighting same: Sperm candles.

Total number of persons employed in operating the road, 312.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 30 miles; average rate, including stops, 20 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 8 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1.46 miles).....	6.850 cents.	6.850 cents.
" more than 8 and less than 30 miles (8.39 miles).....	3 " 2 937 "	
" more than 30 and less than 100 miles (31 miles).....	3 " 3 "	
" the whole length of the main road.....	2.988 " 2 988 "	
" through passengers.....	3 " 2.800 "	

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1.46 miles).....	68.493 cents.	17.123 cents.
" five miles	40 " 10 "	
" more than 30 and less than 100 miles (32 miles)	11.250 " 2.718 "	
" the whole length of the main road	5 734 " 1.500 "	
" through freight.....	5.800 " 1.350 "	

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Union Express Company; pays one and one-half first class rates.

Name and post-office address of the principal agent or officer in Ohio: H. S. Julier, Cleveland.

What freight, transportation and other special lines run on your road? None.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 56 lbs. per yard, 11.37 miles.

*Including tenders.

MILEAGE OF LOCOMOTIVES AND CARS.

Account not kept.

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries, fatal or non-fatal, to passengers, employes or others; nothing.

Animals killed—2 horses; 1 mule; 25 cattle; 21 sheep. Amount of damages paid; nothing.

FUEL CONSUMED.

Wood, 438 cords; cost, \$1,093.50; coal, 5,131 tons; cost, \$12,828.53.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	152,604
Total mileage, or number carried one mile	2,212,513
Average number of miles traveled by each	14.49
“ amount received for each	\$0 48.97
“ amount per mile received for each	03.37

Freight.

Tons carried—Local	283,194
Total movement, or tons carried one mile	12,436,859
Average amount received for each ton	\$0 90.
“ amount per mile received for each	02.05

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	216,345	76.39
Stone, lime, sand, etc	9,407	3.33
Ores	11,812	4.17
Pig and bloom iron	6,350	2.24
Lumber and other forest products	20,345	7.18
Live stock	442	.16
Grain	2,887	1.03
Flour	2,051	.74
Provisions (beef, pork, lard, etc)	1,332	.47
Manufactures, including agricultural implements	5,141	1 81
Merchandise	4,077	1.43
Miscellaneous	2,365	.83
Supplies for company's use	640	.22
Total	283,194	100.

EARNINGS, OPERATING EXPENSES, ETC., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$74,738 47
“ freight transportation	254,550 94
“ mail	6,426 30
“ express	1,335 84
“ all other sources of income, including rents, etc	3,017 93
Total earnings	\$340,069 48
30 R	

Report of Commissioner.

OPERATING EXPENSES.

Maintenance of way and structures	\$54,819 52	
Maintenance of cars	13,058 59	
Motive power	5,781 23	
Conducting transportation	78,147 62	
General expenses—		
Taxes	\$8,198 78	
Other general expenses	44,046 55	
	<u>52,245 33</u>	
Total operating expenses, being 59.70 per cent. of earnings		\$204,052 29
Net earnings		<u>\$136,017 19</u>

AMOUNTS PER MILE (101.14) OPERATED.

Earnings	\$3,362 36
Operating expenses	2,017 52
Net earnings	1,344 84

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to stock	\$42,380 00
“ sale of bonds not heretofore issued	576,000 00
“ sale of real estate	12,510 40
“ increase of floating debt	101,666 87
“ sale of right of way not needed for company's use	15,800 00
Total	<u>\$748,157 27</u>

PAYMENTS.

Interest on bonds	\$154,770 00
Construction of new work	175,104 14
Additional equipment	250,021 50
Additional real estate	23,234 30
Discount on bonds and premium on gold	157,661 12
Docks at Black River harbor	34,002 90
Total	<u>\$794,793 96</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock—certificates issued	\$1,951,850 00
“ partial payments	72,445 00
First mortgage bonds	2,000,000 00
Second “	696,000 00
Elyria and Black River Railway bonds	180,000 00
Unfunded liabilities	283,955 98
Income account—balance	<u>153,299 74</u>
	<u>\$5,337,550 72</u>

ASSETS.

Construction—Lake Shore and Tuscarawas Valley Railway.	\$4,336,680	10
“ Elyria and Black River Railway.....	348,489	60
“ Docks at Black River	35,162	53
Real estate.....	23,234	30
Accounts receivable	61,791	04
Discount and interest on bonds	513,534	86
Supplies on hand.....	6,006	10
Cash and cash items.....	12,652	19
	<hr/>	\$5,337,550 72

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 8, 1873. Donald Feat, Canal Fulton; intoxicated; slipped on track ahead of train; struck by engine, and head slightly cut.

August 15, 1873. Calvin Bowman, brakeman, Elyria crossing; struck on head by switch-stand while watching to see if wheels were sliding. Head slightly cut.

September 25, 1873. G. Burk, brakeman, near Paul's station; fell between cars and slightly injured. Want of caution.

October 1, 1873. Frank Reynolds, brakeman, near Paul's station; attempted to step on pilot of engine while in motion; wheel passed over both legs, and he died next day.

January 16, 1874. H. Keiff, brakeman, at Tusher's coal switch; fatally injured while coupling engine to train; caught foot in frog, and leg was crushed by tender; leg amputated next day; he died during the operation. Want of caution.

January 30, 1874. John Baker, near Massillon; fatally injured; walking on track intoxicated; was struck by engine, left leg broken, and otherwise injured; leg amputated; died next day.

April 21, 1874. Joseph Wilbur, engine-wiper, Elyria; injured; attempted to get on engine; fell, and had left ankle crushed by train; leg amputated; want of caution.

May 9, 1874. M. J. Cartwright, brakeman, Young's Coal Switch No. 2; seriously injured while making coupling by catching foot in frog. Want of caution.

May 12, 1874. George Weston, brakeman, Grafton; slightly injured foot, which was caught by train starting while he was taking off a broken brake beam. Not his fault.

June 1, 1874. A. Bruce, brakeman, Eharle; injured while coupling; head was caught between cars, and jaw broken. Want of caution.

June 6, 1874. John Salmon, brakeman, near Paul's station; slightly injured on head while standing on top of box car passing under bridge. Want of caution.

RECAPITULATION.

Killed—Employees—From misconduct or want of caution.....	2
Others—On track or trespassing	1
Total	3
Injured—Employees—From causes beyond their control.....	1
“ misconduct or want of caution.....	6
Others—On track and trespassing	1
Total	8

DIRECTORS.	NAME AND RESIDENCE OF OFFICERS.	POST-OFFICE ADDRESS.
W. S. Streator	Cleveland, Ohio.	
A. Stone, Jr	"	
J. F. Card	"	
R. L. Chamberlin	"	
James Mason	"	
H. M. Claflen	"	
R. B. Dennis	"	
J. W. Tyler	"	
Augustus Schell	New York City.	
Henry A. Kent	"	
Clement Russell	Massillon, Ohio.	
W. S. Streator, President	Cleveland, Ohio.	
R. L. Chamberlin, Vice-President	"	
William H. Grout, Auditor and Secretary	"	
A. S. Gorham, Treasurer	"	
W. W. Card, General Superintendent and Chief Engineer	"	
Charles Fellows, Master Mechanic	"	
W. L. Holden, General Ticket and Purchasing Agent	"	
William H. Grout, General Freight Agent	"	

State of Ohio, County of Franklin, ss :

William H. Grout, Secretary of the Lake Shore and Tuscarawas Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

WILLIAM H. GROUT, *Secretary.*

Subscribed and sworn to before me, this 12th day of September, A.D. 1874.

C. T. FLOWERS, *Clerk Commissioner.*

LAWRENCE RAILROAD COMPANY.

[ROAD OPERATED BY PITTS., FT. W. AND C. RAILWAY COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$500,000 00	
Amount subscribed	360,200 00	
Par value of shares	50 00	
Amount paid in—common		\$360 200 00
Amount per mile (20.80)	17,317 30	
Proportion for Ohio (12.70 miles)	219,929 71	
Stockholders, residents of Ohio, 17.		
Amount of stock held and owned by them June 30, 1874. . .	7,750 00	
Location of transfer office or agency out of Ohio, Pittsburgh, Pa.		
Number of shares transferred within the year at such office, 485.		

DEBT.

1st mortgage 7 per cent bonds, due August 1, 1895*		\$355,000 00
Amount per mile (*17.80)	19,943 82	
Proportion for Ohio (12.70 miles)	216,754 84	
Total of paid-in stock and debt		\$715,200 00
Average amount per mile (20.80)	*34,384 61	
Total proportion for Ohio (12.70 miles)	*436,684 54	

COST OF ROAD, Etc.

Right of way and construction		\$716,712 47
Cost per mile, 20.80	\$34,457 33	
Proportion for Ohio, 12.70 miles	437,608 09	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio
Main track from Youngstown, Ohio, to Lawrence Junction, Pa	17.80	9.70
Canfield Branch	3	3
Total single main track	20.80	12.70
Aggregate of sidings and other tracks	1.70	80
Total length of track laid with rail	22 50	13.50
Length in Ohio all in Mahoning county.		

*Mortgage securing the bonds is only on the main line.

BRIDGES, FENCING, ETC., IN OHIO.

Bridges.

Wood	4	Aggregate length.....	578½ feet.
Stone culverts.....	16	“ “	266 “
			<hr/> 844½ “

Greatest age of bridges—wood, 8 years.

Miles of fencing, 20; cost, \$1.17 per rod.

“ built within the year ending June 30, 1874, none.

“ unfenced, both sides, 4. Since completed.

RAIL LAID IN OHIO WITHIN THE YEAR ENDING JUNE 30.

Reroiled iron, 3.18 miles.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Lessee for rent of road	\$75,104 70
Bills receivable	1,000 00
Sale of real estate	36,130 50
All other sources of income for the year	485 56
Total.....	<hr/> \$112,720 26

EXPENDITURES.

Interest on bonds	\$24,850 00
Dividends, rate 10 per cent. stock.....	36,200 00
Applied to sinking fund	8,937 50
Expense of organization	3,255 63
Construction of new work	18,083 05
Total	<hr/> \$91,326 18

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$360,200 00
1st mortgage bonds	355,000 00
Earnings or rent from January 1st	23,545 40
Sundry accounts	666 00
Unpaid dividends	256 76
Outstanding coupons	700 00
Increase account	7,631 05
	<hr/>
	\$747,999 21

ASSETS.

Construction, including right of way.....	\$716,712 47
Expenses from January 1, 1874.....	864 85
Winslow, Lanier & Co., to pay outstanding coupons	619 71

F. M. Hutchinson, Treasurer.....	13,412 63	
G. W. Cass, Trustee.....	8,937 50	
Sundry petty accounts.....	452 02	
Bills receivable	2,000 00	
		<hr/> \$747,999 21

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Thomas D. Messler	Pittsburgh, Penn.
J. N. McCullough	" "
John B. Jackson	" "
G. W. Cass	New York City.
A. L. Crawford	New Castle, Penn.
R. W. Cunningham	" "
Caleb B. Wick	Youngstown, Ohio.
Thomas D. Messler, President.....	Pittsburgh, Penn.
F. M. Hutchinson, Treasurer and Secretary.....	" "

State of Pennsylvania, County of Allegheny ss :

Thomas D. Messler, President of the Lawrence Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

(Signed)

THOS. D. MESSLER, *President.*

Subscribed and sworn to before me, this 5th day of October, A. D. 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

LITTLE MIAMI RAILROAD COMPANY.

[LINES LEASED AND OPERATED BY THE P., C. AND ST. L. RAILWAY CO.]

As stated in previous reports, this Company leased its road and the lines held by it, perpetually to the Pittsburgh, Cincinnati and St. Louis Railway Company, taking effect from December 1, 1869.

The lines held by the Little Miami Company at that time were:

1. The Columbus and Xenia Railroad, under perpetual lease.
2. The Dayton, Xenia and Belpre Railroad, by purchase.
3. The Dayton and Western Railroad, by perpetual lease.
4. The Richmond and Miami Railway, under perpetual lease.

The Columbus and Xenia Railroad is not included in this report, its officers making their report separately.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$5,000,000 00	
Par value of shares.....	50 00	
Amount paid in and issued—common.....		\$4,608,250 00
Amount paid in per mile (137)	33,636 86	
Stockholders residents of Ohio, 544.		
Amount of stock held and owned by them June 30, 1874...	2,945,000 00	
No transfer office or agency out of Ohio.		

DEBT.

First mortgage 6 per cent. bonds, due May, 1883	\$1,490,000 00	
City of Cincinnati 6 per cent. loan, due December, 1880...	100,000 00	
D. and W. 1st mortgage 7 per cent. bonds, due March, 1881.	142,000 00	
“ guaranteed 6 per cent. bonds, due January, 1905.	463,000 00	
“ “ 7 “ “ “ 1905.	32,000 00	
Amount of funded debt.....		\$2,227,000 00
Decrease since June 30, 1873.....	15,000 00	
Amount per mile (137).....	16,255 48	
<hr/>		
Total paid-in stock and debt.....		\$6,835,250 00
Total amount per mile (137).....	\$49,892 34	

COST OF ROAD, EQUIPMENT, ETC.

Construction, including right of way and depots.....	\$4,546,315 17	
Equipment.....	980,333 25	
Interest in Dayton and Xenia Branch, etc	412,825 12	
		<u>\$5,939,473 54</u>
Cost per mile (137).....	\$43,353 82	
Value of real estate owned by Company, exclusive of road-way and depots.	954,923 48	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track Little Miami from Cincinnati to Springfield	84.97
“ D. and X. and D and W. from Xenia to State line.....	52
Total single main track.....	<u>136.97</u>
Double main track Little Miami.....	26.59
Aggregate of sidings, etc., Little Miami	14.90
Aggregate of sidings, etc., from Xenia to State line.....	4.78
	<u>19.68</u>

Total length laid with rail 183.24

All in Ohio, and distributed as follows :

County.	Main track.	Branches.	Double track.	Sidings, etc.	Total.
L. M.—Hamilton	17.99	.....	16.46	7.92	42.37
Clermont	6.10	.....	6.10	.60	12.80
Warren	32.64	.....	4.03	2.87	39.54
Greene	20.44	.....	.....	2.35	32.79
Clarke	7.50	.....	.....	1.16	8.96
D. and X., etc.—Greene .....	.....	11	.....	1.01	12.01
Montgomery. ....	.....	22	.....	2.75	24.75
Preble .....	.....	19	.....	1.02	20.02
Totals	<u>84.97</u>	<u>52</u>	<u>26.59</u>	<u>19 68</u>	<u>183.24</u>

RAILWAYS UNDER LEASE—(EMBRACED IN THIS REPORT).

Richmond and Miami Railway, Ohio State line to Richmond, Ind.....	4.20
Aggregate of sidings, etc.....	<u>1</u>
Total	5.20

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

From lessee for rent of road.....	\$525,500 00	
“ interest on bonds, etc.....	157,818 63	
“ expense of organization.....	5,000 00	
“ sinking fund for Dayton and Western bonds ..	19,360 00	
		<u>\$707,678 63</u>
Income from Little Miami sinking fund	1,440 00	
Total.....		<u>\$709,118 63</u>

EXPENDITURES.

Interest on bonds—Little Miami, \$94,998.06; Dayton and Western, \$46,200.54; Cincinnati and Xenia, \$22,225 05	\$163,423 65
Dividends, rate 8 per cent. on common stock	372,438 00
Applied to sinking fund of Little Miami bonds	\$8,832 50
“ “ “ Dayton and Western bonds	15,232 34
	<hr/> 24,064 84
Expense of organization	6,774 45
Lease of Columbus and Xenia Railroad	\$142,896 00
“ Richmond and Miami Railway	5,500 00
	<hr/> 148,396 00
Total	<hr/> \$715,096 94

GENERAL BALANCE SHEET, JULY 1, 1874.

LIABILITIES.

Capital stock	\$1,608,250 00
1st mortgage bonds	1,490,000 00
Loan from city of Cincinnati	100,000 00
Dayton and Western 1st mortgage and guaranteed bonds	637,000 00
Dayton and Western sinking fund	11,851 54
Interest on bonds	15,177 49
Unclaimed dividends	8,653 00
Surplus	27,964 76
	<hr/> \$6,898,896 79

ASSETS.

Lease to Pittsburgh, Cincinnati and St. Louis Railway Co.	\$6,835,250 00
Sinking fund 32 Little Miami bonds, \$1,000 each, cost	25,392 50
Cash in treasury	\$37,483 55
“ New York	572 19
	<hr/> 38,055 74
Expense account	198 55
	<hr/> \$6,898,896 79

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

A. D. Bullock	Cincinnati, Ohio.
Charles P. Cassilly	“ “
W. H. Clement	Morrow, “
Edmund Dexter	Cincinnati, “
Henry Hanna	“ “
L. B. Harrison	“ “
H. J. Jewett	Columbus, “
R. A. Holden	Cincinnati, “
Henry E. Spencer	“ “
Joseph H. Rogers	“ “
Abram Hivling	Xenia, “
Joseph R. Swan	Columbus, “
H. J. Jewett, President	Columbus, Ohio.
S. E. Wright, Treasurer	Cincinnati, “
C. P. Cassilly, Secretary	“ “

State of Ohio, County of Hamilton, ss :

S. E. Wright, Treasurer, and in actual charge of the books, accounts and records of the Little Miami Railroad Company, being duly sworn, deposes and says that having carefully prepared the foregoing statements, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874, according to the best of his knowledge and belief.

(Signed)

S. E. WRIGHT, *Treasurer.*

Subscribed and sworn to before me, this 21st day of November, A.D. 1874.

[SEAL.]

HUNTER BROOKS, *Notary Public.*

MAHONING COAL RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

This road was leased to the Lake Shore and Michigan Southern Railway Company for twenty-five years from May 1, 1873, at an annual rental of 40 per cent. of the gross earnings.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,500,000 00	
Amount subscribed	1,354,000 00	
Par value of shares.....	50 00	
Total paid in and issued—common		\$1,350,000 00
Increase since June 30, 1873.....	\$275,000 00	
Amount paid in per mile (41.58).....	32,467 53	
Stockholders residents of Ohio, 5.		
Amount of stock held and owned by them June 30, 1874 ..	485,200 00	
Location of transfer office or agency out of this State: New York.		
Number of shares transferred within the year at such office, 5,500.		

DEBT.

1st mortgage 7 per cent. bonds, due January, 1902	\$1,440,000 00	
Increase since June 30, 1873.....	\$365,000 00	
Amount of floating debt, not secured by mortgage.....		12,874 21
Decrease since June 30, 1873	\$25,305 09	
Total debt, funded and floating.....	1,452,874 21	
Increase since June 30, 1873.....	279,694 91	
Amount per mile (41.58).....	34,941 66	
Total of paid-in stock and debt.....		\$2,802,874 21
Total amount per mile (41.58).....	\$67,409 19	

COST OF ROAD, Etc.

Right of way.....	\$342,144 15	
Construction	2,366,998 52	
Cost per mile (41.58).....	\$65,154 95	\$2,709,142 67

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Andover to Youngstown.....	38	
Vienna Branch		2.60
Hubbard Branch .....		.98
Total single main track.....		41.58
Aggregate of sidings, etc.....		3.60
Total length laid with rail		45.18

All in Ohio and distributed as follows :

Counties.	Main track.	Branches.	Sidings, etc.	Total.
Ashtabula	7.70	.....	1.06	8.76
Trumbull.....	26.30	3.58	1.16	31.04
Mahoning	4	.. ..	1.38	5.38
Totals.....	38	3.58	3.60	45.18

BRIDGES, TRETTLES, ETC.

Wood bridge, length 100 feet ; age 2 years.

21 trestles, aggregate length 1,800 feet ; greatest age 2 years.

Miles of fencing (including renewals) 84.

Total cost. \$44,227.43.

RAIL LAID WITHIN THE YEAR ENDING JUNE 30.

New iron rail, weight 60 lbs. per yard, 3.58 miles.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30, 1874.

RECEIPTS.

From subscriptions to stock	\$275,000 00
“ sale of bonds not heretofore issued.....	365,000 00
“ lessee for rent of road	*33,778 69
“ all other sources of income for the year	48,336 51
Total	\$722,115 20

EXPENDITURES.

Interest on bonds.....	\$90,000 00
Floating debt liquidated	85,305 09
Construction of new work.....	509,299 88
Total	\$684,604 97

GENERAL BALANCE SHEET, JULY 1, 1874.

LIABILITIES.

Capital stock.....	\$1,350,000 00
1st mortgage bonds	1,440,000 00
Floating debt	12,874 21
	<u>\$2,802,874 21</u>

ASSETS.

Railroad	\$2,709,142 67
In hands of agents, and bills receivable	37,510 23
Profit and loss.....	56,221 31
	<u>\$2,802,874 21</u>

* This item shows an excess of \$329.92 over the amount reported as paid by the lessee, being for 13 months, as a small portion of the road was opened June 1, 1873.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Augustus Schell.....	New York City.
Amasa Stone, Jr.....	Cleveland, Ohio.
H. B. Payne	" "
S. Witt	" "
W. C. Andrews.....	" "
C. H. Andrews.....	Youngstown, "
Joseph H. Brown	" "
Augustus Schell, President and Treasurer	New York City.
L. C. Higgins, Secretary.....	Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss :

Lewis C. Higgins, Secretary of the Mahoning Coal Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

L. C. HIGGINS, *Secretary.*

Subscribed and sworn to before me, this 31st day of August, A.D. 1874.

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

MANSFIELD, COLDWATER AND LAKE MICHIGAN RAILROAD COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION—OPERATED BY PENNSYLVANIA COMPANY.]

Nothing has been done on the road since last report, save the collection of a small amount of subscription, and application of the same on the floating debt. . . . It is impossible to arrive at debt, stock, etc., subscribed, as contractors who were to grade, bridge and prepare road-bed for iron, to be paid partly in stock (preferred), failed to fulfill their contract.

The Pennsylvania company which contracted to iron, etc., is also to be paid in stock (common).

PROPOSED LINE.

From Mansfield, Ohio, to Allegan, Michigan	223 miles
Length graded not laid with rail.....	—

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

Right of way.....	\$79,738 72
Civil engineering	26,756 37
Grading and masonry, bridges, timber and ties.....	515,321 08
Interest and discount.....	11,913 49
Contingent expenses.....	38,159 09

Total.....	\$671,888 75
Amount per mile (123) in Ohio	\$5,462 51

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$4,000,000 00
Amount subscribed in Ohio.....	590,928 30
Par value of shares	50 00
Total amount paid in, preferred, in Ohio.....	\$485,485 02
Increase since June 30, 1873	10,791 16
Amount paid in per mile in Ohio (123).....	3,947 03
Stockholders, residents of Ohio, 2,150.	
Amount of stock held and owned by them June 30, 1874	459,100 00
Location of transfer office or agency out of Ohio, Coldwater, Michigan.	

DEBT.

\$4,460,000 1st mortgage 7 per cent. bonds, due October, 1911, applicable to whole line, being \$20,000 per mile.

Proportion for 123 miles in Ohio	\$2,460,000 00
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CHARACTERISTICS. Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Toledo Junction to Jersey City	61.485
Aggregate of sidings, etc.	1.832

Total length laid with rail..... 66.317

All in Ohio and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Richland	7.355	.377	7.732
Crawford	12.690	.377	13.067
Seneca	29.251	1.078	30.329
Wood	15.189	....	15.189
Totals.....	61.485	1.832	66.317

GENERAL BALANCE SHEET JULY 1, 1874.

Not furnished.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
J. T. Brooks	Salem, Ohio.
R. F. Smith	Cleveland, Ohio.
S. B. Sturges	Mansfield, "
H. C. Hedges	" "
Wager Swayne	Toledo, "
J. H. Latcha	" "
Wm. Sheffield	Napoleon, "
H. C. Lewis	Coldwater, Michigan.
F. V. Smith	" "
Joseph Fisk	Allegan, "
V. P. Collier	Battle Creek, "
D. D. Hughes	Grand Rapids, "
F. A. Gorham	" "
H. C. Lewis, President	Coldwater, Michigan.
H. C. Hedges, Vice-President.....	Mansfield, Ohio.
D. B. Dennis, Treasurer.....	Coldwater, Michigan.
F. V. Smith, Secretary, and Register of Transfers.....	" "
S. B. Sturges, Assistant Treasurer.....	Mansfield, Ohio.
J. S. Hedges, Assistant Secretary and Register of Transfers	" "

State of Ohio, County of Richland, ss :

Henry C. Hedges, Vice-President of the Mansfield, Coldwater and Lake Michigan Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day June, A.D. 1874.

[Signed]

HENRY C. HEDGES, *Vice-President.*

Subscribed and sworn to before me, this 28th day of August, A.D. 1874.

MANUEL MAX, *Notary Public.*

REPORT OF PENNSYLVANIA COMPANY, LESSEE.

ENTIRE LINE OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

From Toledo Junction to Tiffin, Ohio, single main track	44
Aggregate of sidings and other tracks	1.832
Total	45.832

Weight of rail per yard on main track, 52 lbs. Gauge of road, 57½ inches.

Road all ballasted with gravel. Ballasted since June 30, 1873, 20¼ miles.

RAILROADS CROSSED AT GRADE.

Baltimore, Pittsburgh and Chicago Railway, at Tiffin.

Cincinnati, Sandusky and Cleveland Railroad, at Tiffin.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Vernon.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with above named roads?

Not in all cases.

Number of highways crossed at grade, 84.

Miles of telegraph on line of road (all owned by company), 64.50.

Number of telegraph offices in stations on line (operated jointly by railroad and telegraph company), 5.

BRIDGES, TRESTLES, ETC.

Wood bridges, 2; aggregate length, 358 feet; greatest age, 3 years.

Trestles, 24; aggregate length, 1,541 feet; greatest age, 3 years.

Stations, etc.

Passenger and freight combined, 4; water, 3.

•

Fencing.

Miles unfenced (both sides), 129.

Reasons why not completed: Company's proportion was completed. Change in law compelled company to fence both sides, which is now being done.

EQUIPMENT.

None owned by Mansfield, Coldwater and Lake Michigan Railroad Company; furnished by Pennsylvania Company, lessee. No particular equipment allotted to this line.

Terms of service: Usual rate, 1½ cents per mile at present.

Average number of cars, including baggage cars, in passenger trains, 7.

Average number of cars in freight trains, 20.

Brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars: Board.

Method of heating passenger, sleeping, parlor and drawing-room cars run on the road: Drupp's patent safety stove.

Means of lighting same: Candles and lard oil.

Total number of persons employed in operating the road, 84.

SPEED OF TRAINS PER HOUR.

Mail and accommodation—highest rate allowed	Not limited.
Average rate, including stops	20 miles.
Freight trains—highest rate allowed	15 "
Average rate, including stops	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :	Highest.	Lowest.
For the shortest distance carried	4 cents.	4 cents.
" more than 8 and less than 30 miles	3 50 "	3.50 "
" more than 30 and less than 100 miles	3 "	3 "
" through passengers	2 "	2 "
No addition to ticket rates if fare is paid on trains.		

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried	29 cents.	14 cents.
" more than 5 and less than 30 miles	12 "	5 "
" more than 30 and less than 100 miles	7 "	3.50 "
" through freight	2 "	1.50 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

Union Express Company, \$25,000 per annum.

No freight, transportation or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, 52 lbs. per yard	20 miles.
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MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	63,138	
" freight trains	48,306	
" mixed, construction and other trains	22,343	
		133,787

Cars.

Passenger	108,378	
Express and baggage	49,460	
Freight	303,800	
Empty cars	124,815	
		586,453

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$100 00
" loss and damage of goods and baggage	54 32
" animals killed—10 cattle, 53 sheep	30 00
Amount claimed, unsettled and in litigation for injuries to persons :	Nothing.

FUEL CONSUMED.

Operated by Pittsburgh, Ft. Wayne and Chicago Railway engines; fuel used included in report of that company.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	53,997
Average number carried in each car per trip	20
Total mileage, or number carried one mile	1,317,203
Average number of miles traveled by each	24.39
“ amount received for each	\$0 66.21
“ “ per mile received for each	02.71

Freight.

Tons carried, including supplies for use of company	55,563
Average tons in each loaded car per trip	3
Total movement, or tons carried one mile	2,147,442
Average amount received for each ton, excluding supplies for use of company	\$0 81.08
“ “ per mile received for each, “ “ “	02.60

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	12,466	22.43
Stone, lime, sand, etc.	1,551	2.79
Petroleum	66	12
Pig and bloom iron	763	1 37
Railroad iron (iron and steel rails)	2,357	4.24
Other iron and castings	3,002	5.40
Lumber and other forest products	14,484	26.07
Live stock	2,015	3.62
Grain	4,657	8.39
Other agricultural products	1,954	3.52
Flour	465	.84
Provisions (beef, pork, lard, etc)	547	.98
Manufactures, including agricultural implements	2,549	4.59
Merchandise	6,663	11.99
Miscellaneous	992	1.79
	<hr/>	<hr/>
	54,531	81.40
Supplies for company's use	1,032	18.60
	<hr/>	<hr/>
Total	55,563	100.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$35,753 13
“ freight transportation	44,215 14
“ mail	2,256 28
“ express	11,716 70
“ all other sources of income, including rents, etc.	407 42
	<hr/>
Total earnings	\$94,348 67

OPERATING EXPENSES.

Maintenance of way and structures.....	\$19,011 99	
Motive power	25,099 31	
Conducting transportation.....	19,447 42	
Hire of equipment.....	11,571 82	
General expenses—		
Taxes.....	\$1,695 69	
Other general expenses	1,750 55	
	<u>3,446 24</u>	
Total operating expenses, being 83.28 per cent. of earnings.....		\$78,576 75
Net earnings (placed to credit of M. C. and L. M. R. R. Co)....		<u>\$15,771 89</u>

AMOUNTS PER MILE (44) OPERATED.

Earnings.....	\$2,144 28
Operating expenses.....	1,785 84
Net earnings	<u>\$358 44</u>

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Construction of new work	\$104,519 62
Additional equipment	567 76
Additional real estate	293 70
Total	<u>\$105,381 08</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

August 5, 1873. Philip Duffy, four years old, at Fostoria; lying on track asleep; killed by extra train of empty cars; could not be seen by engineer until too close to stop, owing to weeds growing on track. No inquest.

August 6, 1873. George Champ, freight brakeman, at Tiffin; injured while coupling cars; arm caught between bumpers, and slightly bruised. Want of caution.

September 5, 1873. Conrad Sitzler, passenger, between New Washington and De Kalb, injured; sitting on platform of passenger car with legs hanging down; was struck by cattle-guard, breaking his leg. Carelessness.

September 22, 1873. Henry Miller, freight brakeman, at New Washington, injured; standing on foot-board of brake on car; engine started, throwing him off; hip slightly bruised. Want of caution.

October 10, 1873. E. A. Watson, gravel conductor, Attica pike, injured; hand caught between bumpers when shifting cars, and one finger taken off. Want of caution.

October 27, 1873. C. S. Bean, gravel brakeman, at Fostoria; injured while coupling cars; hand caught, and two fingers taken off—one at first, and the other at second joint. Want of caution.

June 27, 1874. Samuel Allen, freight brakeman, at Bloomville, injured; standing on ladder on side of box car; train, when backing up siding, came in contact with cattle-chute and car; in falling to the ground was injured about the chest, body bruised in several places, and one finger broken.

RECAPITULATION.

Killed—Others—On track and trespassing	1
Injured—Passengers—From want of caution	1
Employees—From causes beyond their control	1
“ “ misconduct or want of caution	4
Total injured	6

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

Thomas A. Scott, President	Philadelphia, Pa.
J. N. McCullough, First Vice-President and General Manager	Pittsburgh, Pa.
William Thaw, Second Vice-President	“
Thomas D. Messler, Comptroller	“
J. P. Farley, Auditor	“
W. H. Barnes, Treasurer and Secretary	“
J. P. Henderson, Cashier	“
S. M. Cummings, Master Mechanic	“
Felician Stataper, Chief Engineer	“
F. R. Myers, General Ticket Agent	“
William Stewart, General Freight Agent	“
William Mullins, Purchasing Agent	“

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, Comptroller of the Pennsylvania Company, operating the Mansfield, Coldwater and Lake Michigan Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D., 1874.

[Signed]

THOS. D. MESSLER, *Comptroller.*

Subscribed and sworn to before me, this 5th day of September, A.D. 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

MARIETTA AND CINCINNATI RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Cincinnati to Belpre	202.40	
“ Marietta to Scott's Landing	3	
“ Portsmouth to Hamden.....	56	
“ Hillsborough to Blanchester.....	21	
		<u>282.40</u>
Double main track.....	8.78	
Aggregate of sidings and other tracks	59.65	
		<u>350.83</u>
Total length of track laid with rail		350.83

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$14,000,000 00
Par value of shares.....	50 00
Amount paid in—Common.....	\$1,408,912 33
Preferred.....	12,591,087 67
Total paid in and issued.....	\$14,000,000 00
Amount paid in per mile (276.80)	\$50,578 03
Stockholders residents of Ohio, 390.	
Amount of stock held and owned by them June 30, 1874..	1,261,150 00
Location of transfer office or agency out of Ohio, New York City.	
Number of shares transferred within the year at said office, 14,925.	

DEBT.

1st mortgage 7 per cent. bonds, due August, 1891	\$3,500,000 00
2d “ 7 “ “ “ May, 1896	2,500,000 00
3d “ 8 “ “ “ January, 1900	3,000,000 00
4th “ 8 “ “ “ April, 1908	2,004,000 00
S. and H. V. mortgage 7 per cent. bonds, due Nov., 1888...	300,000 00
7 per cent. bond scrip.....	3,902 98
Amount of funded debt.....	\$11,307,902 98
Increase since June 30, 1873.....	\$3,534 48
Amount of floating debt not secured by mortgage.....	3,449,613 12
Increase since June 30, 1873.....	2,098,435 62
Total debt, funded and floating	14,757,516 10
Increase since June 30, 1873.....	2,101,970 10
Amount per mile (276.80).....	53,314 73
Total of paid-in stock and debt	\$28,757,516 10
Total amount per mile (276.80).....	\$103,892 76

COST OF ROAD, EQUIPMENT, ETC.

Right of way, construction, equipment, etc.	\$23,350,456 30
Cost per mile (276.80).....	\$84,358 58
Value of real estate owned by Company, exclusive of road-way	291,030 27

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Mill Creek Junction to Belpre	196.80
“ Portsmouth to Hamden	56
“ Blanchester to Hillsborough.....	21
“ Scott's Landing to Marietta	3

Total single main track.....	276.30
Double main track.....	3.18
Aggregate of sidings, etc.....	56.175

Total length of track laid with rail336.155

All in Ohio, and distributed as follows:

County.	Main track.	Branches.	Double track.	Sidings, etc.	Total.
Hamilton	17.34	.....	3.18	9.32	29.84
Clermont	4	.....	.....	1.40	5.40
Warren	10.50	.....	.....	1.36	11.86
Clinton	18.50	10.90	.....	3.30	32 70
Highland.....	18.88	10.10	.....	2.58	31.56
Ross	39	.....	.....	9.46	48.46
Jackson	7.73	30.20	.....	3.85	41.78
Vinton	23.54	.90	.....	9.90	34.34
Lawrence .....	.....	1.20	.....	005	1.205
Scioto .....	.....	23.70	.....	1.76	25.46
Athens	27.51	.....	.....	8.89	36.40
Washington	29.80	3	.....	4.35	37.15
Totals.....	196.80	80	3.18	56.175	336.155

RAILWAYS UNDER LEASE (EMBRACED IN THIS REORT).

Cincinnati and Baltimore Railway, single main track.....	5.60
double “	5.60
Aggregate of sidings and other tracks	3.48
Total (all in Ohio).....	14.68

Weight of rail per yard on main track, 56, 60 and 64 lbs. Gauge of road, 56½ inches.
 249 miles of road ballasted with rock, gravel and cinders.
 37.50 miles ballasted since June 30, 1873.

RAILROADS CROSSED AT GRADE.

Cincinnati, Hamilton and Dayton Railroad, at Cincinnati.
 Cincinnati and Springfield Railway, at C. and S. Junction.
 Little Miami Division P., C. and St. L. Railway, at Loveland.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure connection with the above named roads? Yes.

Number of highways crossed at grade, 249.

Miles of telegraph on line of road all owned by company, 262.

Number of telegraph offices in stations on line, all operated by company, 42.

“ operated jointly by railroad and telegraph company, 3.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges.

Wood	52	Aggregate length	8,489 feet.
Iron	9	“ “	1,162 “
Stone	22	“ “	440 “
Total			10,091 “

Built within the year ending June 30, location, construction, etc., as follows:

Reading turnpike,* Howe truss, wood, 50 feet.

Carthage turnpike,* “ “ 50 “

Miami Canal,* “ “ 91 “

Muskingum River at Harmar, Pratt and Howe Truss; one span iron, 137 feet; 3 spans wood, 571 feet—708 feet.

Greatest age of bridges—wood, 13 years; iron, 4 years.

Number of trestles, 264; aggregate length, 31,185 feet; greatest age, 7 years.

Tunnels.

Stone	6	Aggregate length	3,705 feet.
Wood	2	“ “	1,209 “
Total			4,914 “

Stations, etc.

Passenger, 2; freight, 2; combined, 28. Total, 32.

Water, 23; fuel, 4. Total, 27.

Engine-houses, 8; value, \$10,000.

Shops for construction and repairs, 15; value, \$26,000.

Fencing.

Miles of fencing, 321.75; total cost, \$200,000.

“ built within the year ending June 30, 5.77; cost per rod, \$1.66.

“ unfenced, both sides, 228.25,

Reasons why not completed: Inability to incur the expense.

† EQUIPMENT.

Locomotives	77
Express and baggage cars	9
Passenger cars	34
Drawing-room and sleeping cars	8
Freight cars	1,609

* These are for second track.

† Average weight and cost not given.

NOT OWNED BY THE COMPANY—(INCLUDED ABOVE).

Drawing-room and sleeping cars, 8; 4 owned by Pullman Palace Car Company, and 4 coaches owned by the Baltimore and Ohio Railroad Company. (Terms of service not given.)

Average number of cars, including baggage cars, in passenger trains, 5.

“ “ “ in freight trains, loaded, 15.

Brake in use on passenger cars: Loughbridge.

Method of bridging between passenger cars: Wooden bridge.

“ heating passenger, sleeping, parlor and drawing-room cars run on your road: Wood stoves in passenger, and Baker's heater in Pullman cars.

Means of lighting: Candles.

Total number of persons employed in operating the road, 2,053.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 35 miles; average rate, including stops, 29 miles.

Mail and accommodation—highest rate allowed, 30 miles; average rate, including stops, 20 miles.

Freight trains—highest rate allowed, 12 miles; average rate, including stops, 9 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (half mile)	10 cts.	— cts.
“ more than 8 and less than 30 miles	3.50 “	3 “
“ more than 30 and less than 100 miles.....	3.50 “	3 “
“ the whole length of the main road	3.40 “	2.50 “
“ through passengers	3.40 “	1.20 “

There is no addition to ticket rates if fare is paid on trains.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on your road:

For seat, \$1.00; berth, \$2.00; section, \$4.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles).....	40 cts.	14 cts.
“ more than 5 and less than 30 miles.....	15 “	6 “
“ more than 30 and less than 100 miles.....	7 “	2.60 “
“ the whole length of the main road	3.90 “	1.12 “
“ through freight.....	4 “	.91 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Adams Express Company, \$150 per day, limited to 20,000 lbs. per day; excess, through 65 cents, and local 85 cents per 100 lbs.

Name and post-office address of the principal agent or officer in Ohio:

A. Gaither, Superintendent, Cincinnati.

No freight, transportation, or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 60.64 lbs. per yard, 113.60 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	745,700	
“ freight trains.....	1,766,200	
“ construction and other trains.....	233,700	
	<hr/>	2,745,600

Cars.

Passenger.....	1,460,179	
Express and baggage.....	620,616	
Freight.....	15,926,161	
Caboose.....	912,590	
In construction and other trains.....	495,000	
Empty cars.....	3,080,689	
	<hr/>	22,495,145

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$2,025	00
“ “ to employes, “ “	3,851	82
“ “ to others, “ “	1,484	75
“ loss and damage of goods and baggage	30,321	17
“ animals killed—29 horses	\$1,974	23
11 mules	850	00
129 cattle	2,845	45
27 hogs	115	95
	<hr/>	5,785 63

Amount claimed, unsettled and in litigation for injuries to persons. (Not stated.)

FUEL CONSUMED.

Wood, 1,491 cords; cost, \$5,226; coal, 83,153 tons; cost, \$150,404.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes.....	572,597
Total mileage, or number carried one mile.....	19,674,527
Average number of miles traveled by each.....	34.36
“ amount received for each.....	0 88.43
“ “ per mile received for each.....	02.574

Freight.

Tons carried—Through.....	398,799	
Local.....	360,787	
	<hr/>	759,586
Total movement, or tons carried one mile.....	112,285,500	
Average amount received for each ton.....	\$1 78.22	
“ amount per mile received for each.....	01.246	

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	86,211	9.9
Stone, lime, sand, etc	10,191	1.2
Petroleum	26,153	3.2
Ores	28,294	3.3
Pig and bloom iron	37,179	4.2
Railroad iron (iron and steel rails)	5,915	.1
Other iron and castings	3,741	.1
Lumber and other forest products	19,988	2.3
Live stock	43,620	5
Grain	181,584	20.8
Other agricultural products	28,758	3.3
Flour	44,073	5
Provisions (beef, pork, lard, etc)	28,614	3.3
Manufactures, including agricultural implements	63,603	7.3
Merchandise	121,223	13.9
Miscellaneous	30,439	3.5
	<hr/>	
	759,586	86.4
Supplies for company's use	118,018	13.6
	<hr/>	
Total	877,604	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through	\$174,051 40	
Local	332,288 75	
	<hr/>	\$506,340 15
From freight transportation—Through	\$662,655 96	
Local	692,063 00	
	<hr/>	1,354,718 96
From mail		42,875 10
“ express		60,610 86
“ all other sources of income, including rents, etc		34,561 27
	<hr/>	
Total earnings		\$1,999,106 34

OPERATING EXPENSES.

Maintenance of way and structures	\$420,555 69	
“ of cars	123,504 62	
Motive power	498,825 40	
Conducting transportation	461,299 21	
General expenses—		
Taxes	\$49,888 69	
Conducting telegraph	33,580 78	
Rent of depot and real estate	47,994 36	
Other general expenses	76,934 28	
	<hr/>	208,398 11
Total operating expenses, being 85.67 per cent. of earnings		\$1,712,583 03
	<hr/>	
Net earnings		\$286,523 31

AMOUNTS PER MILE (282.40) OPERATED.

Earnings	\$7,078 98
Operating expenses.....	6,064 38
Net earnings	\$1,014 60

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

Sale of bonds not heretofore issued.....	\$4,000 00
Sale of real estate.....	5,210 00
Increase of floating debt (deducting advances to C. and B. and B. S. L. Railway Companies)	1,221,298 70
Total	\$1,230,508 70

PAYMENTS.

Interest on bonds.....	\$843,068 42
Interest on floating debt.....	245,701 97
Lease of Indiana, Cincinnati and Lafayette Railroad track....	\$5,000 00
Rental account Cincinnati and Baltimore Railway—balance ..	18,314 57
	23,314 57
Construction of new work.....	187,091 89
Additional equipment	74,264 32
Additional real estate	91,639 50
Total.....	\$1,465,050 67

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

1st preferred stock and scrip.....	\$8,130,719 44
2d “ “ “	4,460,368 23
Common “ “	1,408,912 33
1st mortgage £ bonds.....	1,050,000 00
1st “ \$ “ (and scrip)	2,453,902 98
2d “ “ “	2,500,000 00
3d “ “ “	3,000,000 00
4th “ “ “	2,004,000 00
S. and H. V. mortgage bonds	300,000 00
Bills payable	749,545 47
Special loans.....	4,315,687 65
Pay-rolls.....	125,544 08
	\$30,498,680 18

ASSETS.

Railway and equipment.....	\$23,350,456 30
Real estate	291,080 27
Cincinnati and Baltimore Railway stock.....	\$363,650 00
Baltimore Short Line “	250,000 00
	613,650 00
Bills receivable	65,676 78
Advances to Cincinnati and Baltimore Railway	\$318,944 18
“ Baltimore Short Line	583,025 82
	901,970 00

Miscellaneous items	\$141,471 75	
Suspense account and S. B. Keys	161,259 73	
Materials on hand*	275,618 85	
Transportation receipts	59,740 15	
Profit and Loss	4,637,756 35	
		\$30,498,650 18

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof :

July 14, 1873. M. Davit, passenger brakeman, near Moonville, killed by collision : cause beyond his control ; fault of employes of approaching train. No inquest held.

July 17, 1873. F. Brown, fireman, and I. McElwer, freight brakeman, both killed near Vinton Furnace, in "run in;" cause beyond their control ; fault of employes of following train. Inquest held, but no copy of verdict.

Also Chas. Manning, freight brakeman, injured ; ankle sprained in jumping from train ; want of caution.

July 23. James Ron, brakeman, at Scott's Landing, killed coupling cars ; want of caution. No inquest.

August 21, 1873. Samuel Howard, baggage-master, James Perigo, brakeman, Charles Rother, fireman, killed, and Charles Rhodes, express messenger, fatally scalded by collision between trains No. 16 and No. 12 near Montgomery ; caused by No. 12 local freight running on the time of No. 15 passenger train. Inquest ; verdict finding conductor and engineer of No. 12 at fault, and recommending criminal action against them. Cases presented to grand jury, but no law could be found in Ohio to punish them.

October 1, 1873. Reuben Miller, brakeman, near Irwin's Station, on Portsmouth Branch, killed ; a broken rail threw car from track ; cause beyond his control. No inquest.

October 11, 1873. Mrs. Lightfoot, near Moonville, killed ; walking beside track, was struck by passenger train ; want of caution.

November 12, 1873. Dennis Ryan, near Montgomery, injured about the head and shoulders ; walking on track, and struck by engine ; his own fault.

November 18, 1873. Saml. Reinhart, freight brakeman, fell from train when in motion ; so badly injured he died November 20th ; his own fault.

November 25, 1873. Edgar Thompson, freight brakeman, injured at Frankfort coupling cars ; arm mashed ; want of caution.

November 29, 1873. Bates Kitch, near Madeira, slightly injured ; crossing track in wagon ; want of caution.

December 13, 1873. Daniel Perry, near Byers Station, killed ; deaf ; walking on track, was struck by passenger train. No inquest.

December 15, 1873. Mr. Greenwood, passenger, and Edward Branch, brakeman, near Monroe, both slightly injured by sleeper being thrown from track by broken rail ; cause beyond their control.

December 19, 1873. W. P. Woods and Mrs. Davis, passengers, near Chillicothe, both slightly injured by sleeper being thrown from track by broken rail ; cause beyond their control.

December 30, 1873. Walter Shephard, brakeman, at Lyndon, injured coupling cars ; hand mashed ; want of caution.

* Including supplies, fuel and old rail.

January 5, 1874. Wm. Shay, brakeman, at Clinton Valley, injured; coupling cars; hand mashed; want of caution.

January 11, 1874. C. Lenox, conductor, near New England; car off track; he jumped and was injured about the head; cause beyond his control.

January 15, 1874. John Meyers, section laborer, near stock yards, run over and fatally injured; want of caution.

January 18, 1874. P. J. Henry, brakeman, injured; slipped from train and was run over, crushing right leg below the knee; want of caution.

January 26, 1874. Charles Ducker, brakeman, badly injured; struck by telegraph pole blown over by the wind and knocked from train.

February 13, 1874. Wm. Thomas, brakeman, injured near Scott's landing while coupling cars; fell through trestle, breaking right thigh; want of caution.

February 23, 1874. J. McCleery, brakeman, killed in Pilcher Tunnel; fell from his train and was run over by following train; want of caution. No inquest.

February 27, 1874. Seth Human, old and deaf, killed near G. and N. pike; walking on track, was struck by passenger train; carelessness. No inquest.

April 2, 1874. Unknown man, killed near Brighton; walking on track, was struck by yard engine. Inquest held by coroner of Hamilton county; verdict cleared officers of company from blame.

April 25, 1874. R. M. Frederick, brakeman, badly injured near Londonderry; sitting down by track, was struck by passing train; want of caution.

April 25, 1874. A. Cooper, brakeman, injured at Parkersburg; hand badly crushed coupling cars; want of caution.

May 6, 1874. W. Aydelott, killed near C. and S. Junction; walking on track, was struck by train. Inquest by coroner of Hamilton county; verdict: Died by his own want of caution.

May 16, 1874. I. Mead, killed near McArthur Station; lying on track drunk, was run over by train.

May 19, 1874. Orin Gallagher, killed near Richland Furnace; walking on track, was struck by passenger train. Inquest held; verdict: Want of caution.

May 31, 1874. J. Lails, killed near Hope Furnace; lying on track drunk, was run over by train.

June 20, 1874. Lewis Hill, fireman, killed near Londonderry by gravel train running over cow, throwing the engine from track. No inquest.

June 21, 1874. Malvin Napper, killed at Raysville; walking on track, was struck by train. Inquest held; verdict: Want of caution.

RECAPITULATION.

Killed—Employees—From causes beyond their control.....	*10	
From misconduct or want of caution.....	3	
	<hr/>	13
Others—On track and trespassing.....	9	
Total		22
Injured—Passengers—From causes beyond their control.....	3	
Employees—From causes beyond their control.....	3	
From misconduct or want of caution	8	
	<hr/>	11
Others—on track and trespassing.....	2	
Total		16

* Includes one express messenger.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
John King, Jr.	Baltimore, Maryland.
Thos. Whitridge	" "
John Donnell Smith	" "
Allan A. Chapman	" "
Robert Garrett	" "
W. W. Scarborough	Cincinnati, Ohio.
R. M. Bishop	" "
James D. Lehmer	" "
Nathaniel Wright	" "
Wm. T. McClintick	Chillicothe, Ohio.
Wm. Waddle	" "
Wylie H. Oldham	Marietta, Ohio.
J. N. Camden	Parkersburg, West Virginia.
<hr/>	
John King, Jr., President.	Baltimore, Maryland.
Charles F. Lowe, Auditor and Secretary	Cincinnati, Ohio.
W. H. Oldham, Treasurer	" "
Wm. E. Jones, Cashier	" "
W. W. Peabody, General Superintendent	" "
W. H. Lankester, Master of Transportation	" "
E. Bosley, Master Mechanic	Chillicothe, Ohio.
John Waddle, Chief Engineer	Cincinnati, Ohio.
R. M. Fraser, General Freight Agent	" "
S. L. Campbell, Purchasing Agent	" "

State of Ohio, County of Hamilton, ss :

John King, Jr., President of the Marietta and Cincinnati Railroad Company, being being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

JOHN KING, JR., *President.*

Subscribed and sworn to before me, this 9th day of October, A.D. 1874.

[SEAL.]

C. B. DECAMP, *Notary Public.*

MARIETTA, PITTSBURG AND CLEVELAND RAILWAY COMPANY.

[ROAD ALL IN OHIO.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Marietta to Cambridge.....	58	
“ Phillipsburg to Canal Dover.....	10	68
Aggregate of sidings and other tracks.....		6.50
Total length of track laid with rail.....	74.50	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	*\$6,000,000 00	
Increase since June 30, 1873—preferred stock (certificate filed January 12, 1874)	*4,500,000 00	
Amount subscribed	1,500,000 00	
Par value of shares	50 00	
Total paid in and issued		\$1,473,393 26
Increase since June 30, 1873.....	\$373,393 26	
Amount paid in per mile (102.50).....	14,374 57	
Stockholders, all residents of Ohio, 1,750.		
No transfer office or agency out of Ohio.		

DEBT.

1st mortgage 7 per cent. bonds, due August, 1895.....	\$1,500,000 00	
City branch 8 per cent. bonds	30,000 00	
Amount of funded debt		\$1,530,000 00
Increase since June 30, 1873.....	\$30,000 00	
Amount of floating debt, including back interest	314,586 28	
“ “ advances on account of bonds unsold	183,683 68	
		498,269 96
Increase since June 30, 1873.....	\$458,269 96	
Total debt, funded and floating	2,028,269 96	
Increase since June 30, 1873.....	488,269 96	
Amount per mile (102.50).....	19,788 00	
Total paid-in stock and debt.....		\$3,501,663 22
Total amount per mile (102.50)	\$34,162 57	

[* Certificate recites existing authorized common stock as \$1,500,000; applicable to branches, \$2,500,000; and preferred, now certified to, \$4,500,000; a total of \$8,500,000.
? COMM'R]

COST OF ROAD, EQUIPMENT, Etc.

Right of way	\$30,372 63	
Construction	3,117,790 67	
Equipment	217,101 18	
Other items of cost not included in above	48,484 75	
	<hr/>	\$3,413,749 23
Cost per mile (102.50)	\$33,304 87	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Main track from Marietta to Canal Dover	97
Marietta City Branch	1.50
Macksburg Coal Branch	2
Dexter Coal Branch	2
	<hr/>
Total single main track	102.50
Aggregate of sidings, etc., not above enumerated	6.50
	<hr/>
Total length laid with rail	109

All in Ohio, and distributed as follows :

County.	Main track.	Branches.	Sidings, etc.	Total.
Washington	26.50	1.50	1.50	29.50
Noble	21	4	1.25	26.25
Guernsey	26.50	.....	2.25	28 75
Tuscarawas	23	.....	1.50	24.50
	<hr/>	<hr/>	<hr/>	<hr/>
Totals	97	5.50	6.50	109

Weight of rail per yard on main track, 50, 56 and 60 lbs. Gauge of road, 56½ inches.

Miles of road ballasted, 60; material used, broken stone.

None ballasted since June 30, 1873.

RAILROADS CROSSED AT GRADE.

Baltimore and Ohio Railroad (Central Ohio Division), at Cambridge.

Pittsburgh, Cincinnati and St. Louis Railway, at Newcomerstown.

Lake Shore and Tuscarawas Valley Railway, at Canal Dover.

Connects with Cleveland and Pittsburgh Railroad at Canal Dover, and with Marietta and Cincinnati at Marietta.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? No.

Are your time-tables arranged to secure running connections with above named roads?

Yes.

Number of highways crossed at grade, 74.

Miles of telegraph on line of road (all owned jointly with W. U. Telegraph Co.), 100.

Number of telegraph offices in stations on line, 17.

Number of telegraph stations operated by company, 5.

Number operated jointly by railroad and telegraph company, 12.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges.

Wood, 28; aggregate length, 2,812 feet; 10 of which were built within the year, viz., 1 Howe truss across the Tuscarawas River, 300 feet, and 9 pile across Wills' Creek, 100 feet each.

Greatest age of bridges, 4 years.

Number of trestles, 40; aggregate length, about 12,000 feet; greatest age, 4 years.

Tunnels.

Stone, 1; length, 1,000 feet.

Stations, etc.

Passenger and freight combined, 26; water and fuel combined, 6.

Engine-houses, 4; value, \$1,000.

Shops for construction and repairs (rented), 1.

Fencing.

Miles of fencing on the road (a great part included in right of way), 25; total cost, \$2,183.45.

Miles built within the year ending June 30, 1874, 21; cost per rod, \$1.50.

Miles unfenced (both sides), 77.50.

Reasons why not completed: Road just completed; but more particularly from want of funds.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	6	*55,000 lbs.	*\$12,500 00
Express and baggage cars	2	24,000 "	3,600 00
Passenger cars.....	6	36,000 "	4,000 00
Freight cars	113	18,000 "	800 00
Other cars.....	1	14,000 "	1,545 00

NOT OWNED BY THE COMPANY (INCLUDED ABOVE).

Passenger cars, 6; freight cars, 62; owned by Marietta Car Company.

Terms of service: [Not stated.]

Average number of cars, including baggage cars, in passenger trains, 2.

Average number of cars in freight trains, 10.

Brake in use on passenger cars: Ordinary hand brake.

Method of bridging between passenger cars: Portable platform.

Method of heating passenger cars run on the road: Stoves.

Method of lighting same: Candles.

Total number of persons employed in operating the road, 160.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 24 miles; average rate, including stops, 16 miles.

Mail and accommodation—highest rate allowed, 24 miles; average rate, including stops, 16 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 10 miles.

* Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (1.50 miles)	6.67 cents.	3 cents.
" more than 8 and less than 30 miles	3 "	3 "
" more than 30 and less than 100 miles	3 "	3 "
" through passengers	3 "	3 "

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (1.50 miles)	38.40 cents.	8.60 cents.
" more than 5 and less than 30 miles	17.90 "	7.40 "
" more than 30 and less than 100 miles	15.40 "	5.20 "
" through freight .....	.....	1.70 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

Adams Express Company ; 50 cents per 100 lbs.

No freight, transportation or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 50 and 60 lbs. per yard 23.50 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

No record.

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal..... \$35 00
 " loss and damage of goods and baggage 20 00
 Animals killed in Ohio : 5 horses and colts, 19 cattle, 32 sheep and 7 hogs—mostly un-
 adjusted.

Amount claimed, unsettled and in litigation for injuries to persons, nothing.

FUEL CONSUMED.

Cannot give.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes..... 74,932
 Average number carried in each car per trip : No record.
 Total mileage, or number carried one mile : No record.
 Average number of miles traveled by each : No record.
 " amount received for each \$0 50.44
 " " per mile received for each : No record.

Freight.

Tons carried—local 57,349
 Average tons in each loaded car per trip : Not given.
 Total movement, or tons carried one mile : Not given.
 Average amount received for each ton \$1 22.40
 " " per mile received for each ton : Not given.

TONNAGE—CLASSIFIED.

Coal	38,261
Stone, lime, sand, etc.....	198
Petroleum	1,187
Ores	5,000
Railroad iron (iron and steel rails)	1,081
Other iron and castings	398
Lumber and other forest products.....	2,000
Live stock	1,474
Grain	311
Other agricultural products	2,997
Flour	350
Provisions (beef, pork, lard, etc.)	151
Manufactures, including agricultural implements.....	199
Merchandise and miscellaneous	3,742
Total	<u>57,349</u>

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through	\$3,589 60	
Local	34,208 61	
	<u></u>	\$37,798 21
From freight transportation—Local		70,210 70
From mail		3,332 19
“ express		1,626 86
“ all other sources of income, including rents, etc.....		2,444 94
Total earnings		<u>\$115,412 90</u>

OPERATING EXPENSES.

Maintenance of way and structures.....	\$20,748 28	
Maintenance of cars	4,970 93	
Motive power, including fuel, oil, etc	9,574 44	
Conducting transportation, including station services, etc....	24,781 56	
General expenses—		
Taxes	\$2,010 36	
Other general expenses.....	3,014 50	
	<u>\$5,024 86</u>	
Total operating expenses, being 64.21 per cent of earnings.....		<u>74,100 07</u>
Net earnings		<u>\$41,312 83</u>

AMOUNTS PER MILE (68) OPERATED.

Earnings	\$1,697 25
Operating expenses.....	1,089 71
Net earnings	607 54

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to stock	\$373,393 26
“ sale of bonds, advances on unsold bonds included	209,374 98
“ increase of floating debt.....	274,586 28
Total	<u>\$857,354 52</u>

PAYMENTS.

Interest on bonds.....	\$62,250 00
“ floating debt.....	3,638 11
Construction of new work.....	943,871 13
Additional equipment	26,408 92
Total	<u>\$1,036,168 16</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock paid in	\$1,473,393 26
1st mortgage bonds	1,500,000 00
City Branch “	30,000 00
Advances on account of bonds unsold	183,683 68
Accounts and bills payable.....	314,586 28
Transportation account.....	63,120 69
	<u>\$3,564,783 91</u>

ASSETS.

Construction, equipment, etc.....	\$3,413,749 23
Accounts receivable.....	724 68
Bond interest	150,310 00
	<u>\$3,564,783 91</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

December 21, 1873. Isaac McKee, fireman, at Caldwell, injured while coupling cars; had leg crushed; afterward amputated; want of caution.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
A. J. Warner	Marietta, Ohio.
Isaac Morton.....	Cambridge, “
Wm. Cutler	Marietta, “
Samuel Shipman	“ “
Thos. W. Ewart.....	“ “
W. H. Frazier.....	Caldwell, “
A. Wilhelmi.....	Canal Dover, Ohio.

OFFICERS.	POST-OFFICE ADDRESS.
A. J. Warner, President	Marietta, Ohio.
Isaac Morton, Vice-President	Cambridge, "
H. J. Boo'ch, Auditor	Marietta, "
Samuel Shipman, Treasurer	" "
J. A. Kingsbury, Secretary	" "
Geo. C. Butts, Cashier	" "
J. A. Kingsbury, Master of Transportation and General Ticket and Freight Agent	" "
W. J. Adams, Master Mechanic	" "
James McArthur, Chief Engineer	" "
Geo. C. Butts, Purchasing Agent	" "

State of Ohio, County of Washington, ss:

A. J. Warner, President of the Marietta, Pittsburg and Cleveland Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

A. J. WARNER, *President.*

Subscribed and sworn to before me, this 24th day of October, A.D. 1874.

H. L. SIBLEY, *Notary Public.*

MASSILLON AND CLEVELAND RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY THE CLEVE., MT. V. AND DEL. RAILROAD CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$200,000 00	
Amount subscribed.....	196,150 00	
Par value of shares.....	50 00	
Amount paid in—common		\$195,455 00
Increase since June 30, 1873.....	200 00	
Amount paid in per mile (12.50).....	15,636 40	
Stockholders residents of Ohio, 60		
Amount of stock held and owned by them June 30, 1874.....	133,000 00	
Location of transfer office or agency out of Ohio, Pittsburgh, Pa.		
Number of shares transferred within the year at such office, 88.		

DEBT.

First mortgage 7 per cent. gold bonds, due January, 1890	\$100,000 00	
Amount per mile (12.50).....	\$8,000 00	
Total of paid-in stock and debt.....		\$295,455 00
Total amount per mile (12.50)	23,636 40	

COST OF ROAD, Etc.

Right of way.....	\$29,670 27	
Construction.....	293,542 87	
Equipment	None.	
Cost per mile (12.50)	\$25,857 05	\$323,213 14

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Massillon to Clinton.....	12.50		
Aggregate of sidings, etc.....	1.20		
Total length laid with rail	13.70		
All in Ohio, and distributed as follows :			
County.	Main track.	Sidings, etc.	Total.
Stark	11.60	1.10	12.70
Summit .....	.90	.10	1
Totals.....	12.50	1.20	13.70

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Subscriptions to stock.....	\$200 00
Lessee for rent of road.....	20,000 00
All other sources of income for the year.....	306 00
Total.....	<u>\$20,506 00</u>

EXPENDITURES.

Interest on bonds	\$7,915 91
Dividends, rate 5 per cent. on stock, November and May	9,752 50
Expense of organization for year ending June 30 and prior thereto	2,808 15
Total	<u>\$20,476 56</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$195,455 00
1st mortgage bonds.....	100,000 00
Rent from January 1, 1874.....	8,333 34
Sundry accounts.....	313 35
Income account.....	26,741 23
	<u>\$330,842 92</u>

ASSETS.

Construction and right of way.....	\$323,213 14
F. M. Hutchinson, Treasurer	6,246 33
Winslow, Lanier & Co., to pay coupons.....	479 55
Sundry accounts.....	726 15
General expenses from January 1.....	177 75
	<u>\$330,842 92</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

Thomas D. Messler	Pittsburgh, Penn.
J. N. McCullough	" "
Wm. Stewart	" "
G. W. Cass	New York City.
Dan'l P. Rhodes	Cleveland, Ohio.
Kent Jarvis.....	Massillon, "
John G. Warwick.....	" "
Thomas D. Messler, President.....	Pittsburgh, Penn.
F. M. Hutchinson, Treasurer and Secretary.....	" "

State of Pennsylvania, County of Allegheny, ss :

Thos. D. Messler, President of the Massillon and Cleveland Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements,

prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

THOS D. MESSLER, *President.*

Subscribed and sworn to before me, this 21st day of October, A.D. 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

THE MICHIGAN AND OHIO RAILWAY COMPANY.

Was formed by the consolidation of the Ohio and Grand Haven Railroad Company of Michigan and the Portsmouth, Columbus and Michigan Railroad Company of Ohio, under articles filed in office of Secretary of State of Ohio April 1, 1874.

PROPOSED LINE—GIVING TERMINAL POINTS.

From Grand Haven, Michigan, via Columbus, Ohio, to Portsmouth, Ohio 400 miles.

The Ohio and Grand Haven Railroad Company expended to date of consolidation in surveying and engineering \$2,900.00. The consolidated company expended up to June 30, date to which report is made, in engineering, surveying and incidental expenses, about \$15,300.00. Previous to June 30 no portion of the line had been graded, but between that time and September 9 over two miles were graded at Grand Haven, and grading reported as going forward.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
James S. Gibbs	Buffalo, New York.
Philip Winegar	“ “
Henry Merrill	Toledo, Ohio.
John Burt	Detroit, Michigan.
F. W. Buthrick	Battle Creek, Michigan.
C. L. Storrs	Grand Haven “
Willard N. Brunner	Chicago, Illinois.
James S. Gibbs, President	Buffalo, New York.
C. L. Storrs, Treasurer	Grand Haven, Michigan.
F. W. Buthrick, Secretary	Battle Creek, “

NEWARK, SOMERSET AND STRAITSVILLE RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY B. AND O. RAILROAD COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$953,000 00	
Increase since June 30, 1873, (certificate filed September 23, 1873)	53,000 00	
Par value of shares	50 00	
Amount paid in—Common	784,400 00	
Preferred.....	153,000 00	
Total paid in and issued.....		\$937,400 00
Increase since June 30, 1873.....	\$63,750 00	
Amount paid in per mile (44).....	21,304 55	
Stockholders residents of Ohio, 352.		
Amount of stock held and owned by them June 30, 1874	784,000 00	
No transfer office or agency out of Ohio.		

DEBT.

1st mortgage 7 per cent. bonds, due November 1, 1889	\$800,000 00	
Amount of floating debt, not secured by mortgage		135,405 95
Increase since June 30, 1873	\$60,301 95	
Total debt, funded and floating	935,405 95	
Amount per mile (44)	21,259 22	
Total of paid-in stock and debt.....		\$1,872,805 95
Total amount per mile (44)	\$42,563 77	

COST OF ROAD, EQUIPMENT, Etc.

Right of way.....	\$45,000 00	
Construction	1,598,123 69	
Equipment	30,650 00	
Other items of cost not included in above.....	167,528 26	
Cost per mile (44)	\$41,847 77	
Value of real estate owned by Company, exclusive of road-way.....	31,504 00	\$1,841,301 95

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Newark to Shawnee	44		
Aggregate of sidings, etc		4.06	
Total length laid with rail			48.06
All in Ohio, and distributed as follows :			
County.	Main track.	Sidings, etc.	Total.
Licking	10.55	1.64	12.19
Perry	33.45	2.42	35.87
Totals	44	4.06	48.06

EQUIPMENT.

Leased to the Baltimore and Ohio Railroad Company, with road-bed, etc.

	Number.	Average Cost.
Locomotives	2	*\$17,500 00
Passenger cars	1	2,900 00
Freight cars	3	2,400 00
Other cars.....	14	7,850 00

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

From subscriptions to common stock	\$10,750 00
“ issue of preferred stock	53,000 00
“ increase of floating debt.....	60,301 95
“ lessee for rent of road	55,509 56
“ all other sources of income for the year.....	1,177 24
Total.....	\$180,738 75

EXPENDITURES.

Interest on bonds.....	\$56,000 00
“ floating debt.. ..	10,715 00
Dividends, rate 7 per cent., on preferred stock.....	11,030 83
Taxes	248 76
Expense of organization	5,640 00
Construction of new work	53,000 00
Additional real estate.....	10,750 00
Total	\$147,384 59

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$937,400 00	
Funded debt.....	800,000 00	
Floating debt.....	135,405 95	
		\$1,872,805 95

* Including tenders.

ASSETS.

Cost of road and equipment.....	\$1,841,301 95	
Real estate.....	31,504 00	\$1,872,805 95

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Thomas J. Davis	Newark, Ohio.
William Shields.....	" "
James L. Birkey	" "
William D. Hamilton	" "
William C. Maholm.....	" "
Frank G. McCune.....	" "
Daniel D. Wilson	" "
Lewis Evans	" "
Martin Birkey	Somerset, "
John C. Larwill.....	Loudonville, Ohio.
F. P. Perkins	New York City.
Thomas J. Davis, President	Newark, Ohio.
William D. Hamilton, Treasurer	" "
Frank G. McCune, Secretary.....	" "

State of Ohio, County of Licking, ss :

Frank G. McCune, Secretary of the Newark, Somerset and Straitsville Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company, from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

FRANK G. McCUNE, *Secretary.*

Subscribed and sworn to before me, this 29th day of September, A.D. 1874.

[SEAL.]

JONATHAN REES, *Notary Public.*

REPORT OF BALTIMORE AND OHIO RAILROAD COMPANY, LESSEE.

RAILWAYS OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

Newark, Somerset and Straitsville Railroad, main track.....	44 miles.
Aggregate of sidings and other tracks.....	4.06 "
Total	48.06 "
Weight of rail per yard on main track, 56 and 60 lbs. Gauge of road, 57 $\frac{1}{2}$ inches.	
Road all ballasted—stone, 26 miles; gravel, 18.	
Re-ballasted since June 30, 1873, 7 miles—with stone, 5; gravel, 2.	

RAILROADS CROSSED AT GRADE.

Cincinnati and Muskingum Valley Railway, at Junction City.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed at it? No.

Are your time-tables arranged to secure running connections therewith? As far as practicable.

Number of highways crossed at grade, 30.

Miles of telegraph on line of road, 44.

Miles of telegraph owned by lessee, 44.

Number of telegraph offices in stations on line, 5.

Number of telegraph stations operated by company, 5.

Number operated jointly by railroad and telegraph company: None.

BRIDGES, TRETTLES, TUNNELS, ETC.

Bridges.

Wood, 13; aggregate length, 2,040 feet; greatest age, 3 years.

Built of the above number within the year ending June 30, 10 truss girder—numbers 1, 2, 3, 4, 6 and 11 inclusive; length of each, 32 feet.

Number of trestles, 6; aggregate length, 2,000 feet; greatest age, 3 years.

Tunnels.

1 wood; length, 1,100 feet.

Stations, etc.

Passenger, 1; passenger and freight combined, 11; total, 12.

Water, 4; fuel, 2; total, 6.

Engine-houses, 2. Shops for construction and repairs, 1,

Fencing.

Miles of fencing on road, 30.25.

“ built within the year ending June 30, 25; cost per rod, \$1.30.

“ unfenced (both sides), 13.75.

Reasons why not completed: On streams, and where land-owners have partly assumed the duty of fencing.

EQUIPMENT.

Locomotives	8	Average weight (including tenders)	98,000 lbs.
Express and baggage cars	1	“	24,000 “
Passenger cars	1	“	24,000 “
Freight cars	14	“	15,000 “
Other cars	1	“	16,000 “

Average number of cars, including baggage cars, in passenger trains, 2.

Brake in use on passenger cars: Loughbridge air-brakes.

Method of bridging between passenger cars: Only one passenger car to train.

Total number of persons employed in operating the road, entire line, 207.

SPEED OF TRAINS PER HOUR.

Mail and accommodation—highest rate allowed, 20 miles; average rate, including stops, 17 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 10 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

For the shortest distance carried, 2 miles (no charge less than 20 cents).....	10	cents.
" more than 8 and less than 30 miles	3.75	"
" more than 30 and less than 100 miles.....	3.50	"
" through passengers.....	2	"

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (2 miles)	100 cents.	20 cents.
" more than 5 and less than 30 miles	12.50 "	5.50 "
" more than 30 and less than 100 miles	9 "	3.60 "
" through freight	3.80 "	.90 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

Adams Express Company, at double first-class rates on actual weight.

Name and post-office address of the principal agent or officer in Ohio :

J. H. Rhodes, Superintendent, Cincinnati.

No freight, transportation or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

New iron rail laid, weight 60 lbs. per yard 2.32 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	56,390
" freight trains	153,275
" construction and other trains	71,524
	<hr/> 281,189

Cars.

Passenger	55,088
Express and baggage	27,544
Freight	1,907,990
Caboose.....	97,334
In construction and other trains	45,575
Empty cars	486,761
	<hr/> 2,620,292

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal	\$49 00
" loss and damage of goods and baggage	122 37
" animals killed, 2 cattle	35 00

FUEL CONSUMED.

Wood, 341 cords ; cost, \$1,023 ; coal, 10,142 tons ; cost, \$14,198.80.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	41,701
Average number carried in each car per trip	12
Total mileage, or number carried one mile	652,237
Average number of miles traveled by each	15.66
“ amount received for each	\$0 53.48
“ “ per mile received for each	03.41

Freight.

Tons carried	218,790
Average tons in each loaded car per trip	6.33
“ “ car per trip	4 75
Total movement, or tons carried one mile	9,032,755
Average amount received for each ton	\$0 73.17
“ “ per mile received for each	01.77

TONNAGE—CLASSIFIED.

	Tons.
Coal	200,417
Stone, lime, sand, etc	1,882
Ores	3,072
Pig and bloom iron	22
Railroad iron (iron and steel rails)	2,827
Lumber and other forest products	2,240
Live stock	1,820
Grain	701
Flour	17
Miscellaneous	5,792
Total	218,790

EARNINGS, OPERATING EXPENSES, ETC., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$22,281 97
“ freight transportation	160,095 12
“ mail	1,761 80
“ express	892 99
Total earnings	\$185,031 88

OPERATING EXPENSES.

Maintenance of way and structures	\$35,335 68
“ cars	11,147 12
Motive power	36,824 34
Conducting transportation	36,978 56
General expenses—	
Taxes	\$2,426 63
Other general expenses	470 59
	\$2,897 22
Total operating expenses, being 66.57 per cent. of earnings	\$123,182 92
Net earnings	\$61,848 96

AMOUNTS PER MILE (44) OPERATED.

Earnings	\$4,205 27
Operating expenses	2,799 61
Net earnings	\$1,405 66

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Amount of rental, 30 per cent. of gross earnings, \$55,509.56, leaving net profit to Baltimore and Ohio Railroad Company, lessee, \$6,339 42.

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

January 25, 1874. Philip Cotter, brakeman, at Junction City, injured coupling cars; first finger of right hand crushed; amputated; want of caution.

NAME AND POST-OFFICE ADDRESS OF OFFICERS OF LESSEE.

John W. Garrett, President.....	Baltimore, Maryland.
John King, Jr., Vice-President	" "
William T. Thelin, Auditor.....	" "
W. H. Ijams, Treasurer	" "
William Wing, Cashier	Columbus, Ohio.
W. C. Quincy, General Superintendent	" "
A. D. Smith, Assistant Auditor.....	" "
John C. Davis, Master Mechanic	Baltimore, Maryland.
James L. Randolph, Chief Engineer.....	" "
L. M. Cole, General Ticket Agent.....	" "
N. Guilford, General Freight Agent.....	" "
Benjamin Williams, Purchasing Agent	" "

State of Ohio, Franklin County, ss :

W. C. Quincy, General Superintendent of the Straitsville Division of the Baltimore and Ohio Railroad being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Division from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

W. C. QUINCY, *Gen'l Superintendent.*

Subscribed and sworn to before me, this 16th day of November, A.D. 1874.

[SEAL.]

W. P. LOUFBOURROW, *Notary Public.*

NORTH COLUMBUS RAILWAY COMPANY.

The certificate of "The North Columbus Street Railway Company" was filed in the office of the Secretary of State September 12, 1871, to construct and operate a road within the limits of the city of Columbus. It has only been in partial operation until about 1st June, although cars commenced making trips in January.

The earnings for the five months amount to about \$1,000, and the operating expenses are estimated at about \$900.

STOCK AND DEBT.

CAPITAL STOCK.			
Amount authorized.....	\$75,000	00	
Par value of shares.....	50	00	
Amount paid in—common.....			\$40,000 00
" per mile (3.81)	10,498	69	
Stockholders all residents of Ohio.			
DEBT.			
Amount of funded debt	None.		
Amount of floating debt, not secured by mortgage			\$10,000 00
" per mile (3.81)	\$2,624	67	
Total of paid-in stock and debt..			\$50,000 00
Total amount per mile (3.81)	\$13,123	36	

ROAD, EQUIPMENT, Etc.

Total cost	\$50,000	00
" " per mile (3.81).....	\$13,123	36

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Swan Street Station to Doyle's Station.....	3.81
Aggregate of sidings, etc	25
Total length laid with rail.....	4.06

All in Franklin county, Ohio.

Weight of rail per yard, 30 lbs.; gauge of road, 57 inches.

All ballasted with gravel and cinders.

STATIONS.

Passenger, 3; engine-house and shop for repairs, etc., combined, 1.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives.....	1	13,500 lbs.	\$4,300
Dummy engine	1	8,000 "	2,800
Passenger cars.....	3	6 000 "	1,000
Freight cars.....	5	5,000 "	350

Speed to North Columbus, 8 miles per hour.

RATES FOR TRANSPORTATION.

Fare charged per mile for passengers.....	2 cents.
Rate charged per ton per mile for freight.....	7.50 "

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Samuel Doyle	Columbus, Ohio.
Henry M. Neil	"
Joseph Guitner	"
George Williams.....	"
W. Neil Dennison.....	"
E. L. Dewitt	"
(One vacancy.)	
Samuel Doyle, President.....	"
J. Finley Brown, Secretary.....	"
George W. Hoskinson, Superintendent.....	"

State of Ohio, County of Franklin, ss :

Samuel Doyle, President of the North Columbus Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874, to the best of his knowledge and belief.

[Signed]

SAMUEL DOYLE, *President.*

Subscribed and sworn to before me, this 4th day of December, A.D. 1874.

CHARLES T. FLOWERS, *Clerk Com'r.*

OHIO AND MISSISSIPPI RAILWAY COMPANY.

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Cincinnati, Ohio, to East St. Louis, Illinois	340	
“ North Vernon, Indiana, to Jeffersonville, Indiana	53	
		393
Aggregate of sidings and other tracks		72
Total length laid with rail		465

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$24,030,000 00	
Par value of shares	100 00	
Amount paid in—Common	20,000,000 00	
Preferred	4,030,000 00	
Total paid in and issued		\$24,030,000 00
Amount paid in per mile (393)	\$61,145 00	
Proportion for Ohio (19.53 miles)	1,194,161 85	
Stockholders residents of Ohio, 26.		
Amount of stock held and owned by them June 30	263,400 00	
Location of transfer office or agency out of Ohio, New York.		
Number of shares transferred within the year at such office, 368,899.		

DEBT.

1st mort. bonds Eastern and Western Divisions outstanding	\$5,000 00	
Consolidated 1st mort. 7 per cent. bonds, due January 1, 1898	6,736,000 00	
2nd mortgage 7 per cent. bonds, due January 1, 1874	97,000 00	
Income and funded debt, 10's, due October 1, 1882	174,000 00	
2nd consolidated mort. 7 per cent. bonds, due April 1, 1911 ..	3,672,000 00	
S. F. and “ “ 7 “ “ “ May 1, 1883 ...	180,000 00	
Amount of funded debt		\$10,864,000 00
Increase since June 30, 1873	\$304,910 00	
Amount of floating debt, not secured by mortgage		603,904 92
Decrease since June 30, 1873	115,848 69	
Total debt, funded and floating	11,467,904 92	
Increase since June 30 1873	189,061 31	
Amount per mile (393)	29,180 42	
Proportion for Ohio (19.53 miles)	569,893 60	
Total of paid-in stock and debt		35,497,904 92
Total amount per mile (393)	\$90,325 42	
Total proportion for Ohio (19.53 miles)	1,764,055 45	

COST OF ROAD, EQUIPMENT, ETC.

Right of way, construction, equipment, etc	\$34,979,189 76
Cost per mile (393)	\$89,005 57
Proportion for Ohio (19.53 miles)	1,738,278 81

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Main track from Cincinnati, Ohio, to East St. Louis, Illinois	340	19.53
North Vernon, Indiana, to Jeffersonville, Indiana	53	.....
Total single main track	393	19.53
Aggregate of sidings, etc	72	7.39
Total length laid with rail	415	26.83
Length in Ohio, all in Hamilton county.		
Weight of rail per yard on main track, 60 pounds.		
Gauge of road, 57½ inches.		

RAILROADS CROSSED AT GRADE IN OHIO.

Indianapolis, Cincinnati and Lafayette Railroad, at Storrs.

Do all trains on your road stop at this crossing? Yes

Are flagmen stationed there? Yes.

Are your time-tables arranged to secure running connections therewith? No.

Number of highways crossed at grade in Ohio, 18.

Miles of telegraph on line of road, 393.

Miles of telegraph owned by company, none.

Number of telegraph offices in stations on line, 54.

Number of telegraph stations operated by company, none.

Number operated jointly by railroad and telegraph company, 54.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges.

Wood	2	Aggregate length	520 feet.
Iron	1	" "	630 "
			1,150 "

Greatest age—wood, 15 years; iron, 7 years.

Trestles, 1; length, 109 feet.

Stations.

Passenger, 1; freight, 2; combined, 2; total, 5.

Water, 3; fuel, 1; combined, 1; total, 5.

Engine houses, 1; value, \$800.00.

Shops for construction and repairs, 1; value, \$200.00.

Fencing

None. No cattle run at large on road.

EQUIPMENT.

	Number.	Average weight.	Average cost.	Average value.
Locomotives	112	*80,000 lbs.	*\$9,000 00	\$6,000 50
Express and baggage cars	22	35,000 "	1,000 00	600 00
Passenger cars	51	45,000 "	5,000 00	2,200 00
Drawing-room and sleeping cars	6	60,000 "	12,000 00	5,000 00
Freight cars and others	1,614	18,000 "	700 00	450 00
Other cars, coal and flat.....	950	16,000 "	500 00	375 00

NOT OWNED BY COMPANY—(INCLUDED ABOVE).

Drawing-room and sleeping cars, 6; owned by Pullman Palace Car Company.

Terms of service: The railroad company charges the usual fare for passengers, and the Palace Car Company for the use of berths.

Average number of cars, including baggage cars, in passenger trains, 5.

" " " in freight trains, 20.

Brake in use on passenger cars: Thomson's steam brake.

Method of bridging between passenger cars: Miller's coupling and platform.

" heating passenger, sleeping, parlor and drawing-room cars run on your road: Hot-water pipes, furnaces, or stoves, all securely guarded to prevent escape of fire in case of accident.

Means of lighting same: Candles and oil lamps.

Total number of persons employed in operating the road, proportion for Ohio, 300.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed	40 miles.
Average rate, including stops	25 "
Mail and accommodation—highest rate allowed	35 "
Average rate, including stops	20 "
Freight trains—highest rate allowed	15 "
Average rate, including stops	12 "

RATES FOR TRANSPORTATION.

PASSENGERS.

	Highest.	Lowest.
Fare charged per mile:		
For the shortest distance carried (1 mile)	4 cts.	3 cts.
" more than 8 and less than 30 miles	4 "	3 "
" more than 30 and less than 100 miles	4 "	3 "
" the whole length of the main road in Ohio	4 "	3 "
" through passengers	4 "	3 "

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on your road: Berth, \$2.00; section, \$4.00; state-room, \$2.00.

FREIGHT.

	Highest.	Lowest.
Rate charged per ton per mile:		
For the shortest distance carried (10 miles)	34 cts.	13 cts.
" the whole length of main road in Ohio	20 "	7.50 "

*Including tenders.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms, etc ?

Adams Express Company ; \$125 for carrying 5 tons of freight daily between Cincinnati and East St. Louis, and 52 cents per 100 pounds for excess.

Name and post-office address of the principal agent or officer, in Ohio : J. H. Rhodes, Cincinnati.

What freight, transportation and other special lines run on your road ?

Erie and Pacific Dispatch.

Continental Line.

Great Western Dispatch.

Terms as to rates, use of track, machinery, repair of cars, etc., with each :

Regular rates for through business.

The Erie and Pacific Dispatch works on commission ; the Continental Line and Great Western Dispatch are co-operative—the cars being owned by the railroad companies interested.

No officers or employe of this company is interested, directly, or indirectly in the profits of the above lines.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Re-rolled iron rail, weight 60 pounds per yard	2.33 miles.
Steel rail, weight 56 pounds per yard	55 "
	<hr/> 2.88 "

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	833,255	
" freight trains	2,026,558	
" construction and other trains	160,789	
	<hr/>	3,020,602

Cars.

Passenger	2,161,283	
Express and baggage	1,271,754	
Freight, caboose, construction, etc	23,179,913	
Empty cars, not given	<hr/>	26,612,950

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For animals killed in Ohio—5 horses	\$620 00	
2 mules	280 00	
11 cattle	410 50	
1 sheep	5 00	
3 hogs	28 00	
	<hr/>	
Total		\$1,343 50

FUEL CONSUMED.

Wood, 865.5 cords ; cost, \$1,730.00. Coal, 101,594 tons ; cost, \$193,640.82.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	469,185
Total mileage, or number carried one mile	37,018,326
Average number of miles traveled by each	78.90
“ amount received for each	\$2 15
“ “ per mile received by each	02.73

Freight.

Tons carried—Through	347,004	
Local	584,461	
		931,465
Average tons in each loaded car per trip		10
Total movement, or tons carried one mile	147,005,882	
Average amount received for each ton	\$2 47.94	
“ “ per mile received for each		01.585

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	141,495	15
Stone, lime, sand, etc.	28,705	3
Petroleum	19,268	2
Ores	47,490	5
Pig and bloom iron	19,220	2
Railroad iron (iron and steel rails)	28,539	3
Other iron and castings	9,600	1
Lumber and other forest products	94,452	10
Live stock	38,008	4
Grain	169,702	18
Other agricultural products	94,251	10
Flour	47,324	5
Provisions (beef, pork, lard, etc.)	18,952	2
Manufactures, including agricultural implements	28,376	3
Merchandise	65,988	7
Miscellaneous	80,095	8.5
	931,465	93.5
Supplies for company's use	14,100	1.5
Total	945,565	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through	\$539,188 56	
Local	471,910 42	
	\$1,011,098 98	
Less transfer	47,107 53	
		\$963,991 45

From freight transportation—Through.....	\$1,176,400 06	
Local	1,153,344 44	
	<u>\$2,329,744 50</u>	
Less transfer.....	308,464 85	
		\$2,021,279 65
From mail		73,403 00
“ express		63,827 62
Total earnings		<u>\$3,122,501 72</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$672,847 06	
“ cars.....	172,250 82	
Motive power	144,044 18	
Conducting transportation, loss, damages, etc.....	1,088,927 43	
General expenses—		
Taxes—Ohio	\$5,950 57	
Illinois	738 55	
Indiana	29,203 12	
Missouri.....	29 80	
Iowa	10 06	
Kentucky	1,435 03	
	<u>37,367 13</u>	
Total operating expenses, being 67.75 per cent. of earnings.....		<u>\$2,115,436 62</u>
Net earnings		<u>\$1,007,065 10</u>

AMOUNTS PER MILE (393) OPERATED.

Earnings	\$7,945 29	Proportion for Ohio (19.53 miles).....	\$155,171 51
Operating expenses.....	5,382 79	“ “	105,125 89
Net earnings.....	2,562 50	“ “	50,045 62

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of \$400,000 bonds not heretofore issued.....	\$328,879 00
---	--------------

PAYMENTS.

Interest on bonds	\$773,138 98
“ temporary loans, etc	59,207 66
Bonds of the company canceled.....	36,902 50
Floating debt liquidated	115,848 69
Applied to sinking fund	36,000 00
Construction of new work.....	129,233 72
Additional equipment	24,811 83
“ real estate	3,222 95
Making connection with Illinois and St. Louis bridge, at East St. Louis..	383 20
Canceling subscription to St. Louis Union Depot scheme of 1871	1,860 00
“ Last year's bills,” deducted from “conducting transportation” (improperly included in “operating expenses” of fiscal year in report as made by company)	75,871 78
Total	<u>\$1,256,481 31</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.	
Capital stock—common	\$20,000,000 00
“ preferred	4,030,000 00
Mortgage bonds Eastern Division	5,000 00
Consolidated first mortgage bonds	6,736,000 00
“ second “	97,000 00
Income and funded debt bonds	174,000 00
Second consolidated mortgage bonds	3,672,000 00
S. F. and consolidated mortgage bonds	180,000 00
Pay rolls	102,802 01
Bills payable	108,986 80
Open accounts	155,116 11
Temporary loans in New York, secured by collaterals	237,000 00
	<hr/> \$35,497,904 92
ASSETS.	
Cost of road and equipment, including real estate, etc., estimated at par value of stock and debts	\$34,979,189 76
Cash on hand	220,659 34
Uncollected earnings	104,193 23
Individual accounts	27,688 53
Supplies and material on hand	166,174 06
	<hr/> \$35,497,904 92

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof :

September 21, 1873. An unknown man, at Storrs, killed in trying to get on train in motion ; his own fault.

October 19, 1873. An unknown man, at North Bend, killed ; run over while walking on track ; his own fault.

December —, 1873. ——— McGowan, brakeman, at Storrs, injured by falling from train ; want of caution.

February 4, 1874. James McLain, switchman, at Storrs, injured while coupling cars ; fingers crushed ; want of caution.

February 4, 1874. Charles Ashley, switchman, at Storrs, injured ; fingers crushed coupling cars ; want of caution.

May 2, 1874. Alexander Love, at Cincinnati, injured himself by protruding lumber in attempting to couple cars. He was not in the employ of the company, but rushed in on his own account. He has sued for \$10,000.

June 6, 1874. Wm. Mulby, brakeman, at Storrs, injured ; fell from train and hurt his leg ; want of caution.

June 16, 1874. Louis Joynt, at Storrs, killed while walking on track. Inquest, coroner, Cincinnati. Company exonerated from blame.

RECAPITULATION.

Killed—Others—On track and trespassing	3
Injured—Employees—From misconduct or want of caution	4
Others—On track and trespassing	1
Total	<hr/> 5

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
John King, Jr	Cincinnati, Ohio.
Larz Anderson	" "
J. D. Lehmer	" "
Wm. T. McClintick	" "
W. W. Scarborough	" "
Daniel Torrance	New York City.
Wm. H. Aspinwall	" "
F. Schuchardt	" "
Sam'l U. F. Udell	" "
Wm. Whitewright, Jr	" "
Allan Campbell	" "
Lewis B. Parsons	St. Louis, Mo.
A. N. Chrystie	" "
Daniel Torrance, President	54 William street, New York.
A. N. Chrystie, Vice-President and General Manager	112 S. Fourth st., St. Louis, Mo.
W. Arnold, Auditor	" " "
Chas. Cone, Treasurer	" " "
W. M. Walton, Secretary	54 William street, New York.
E. G. Bon Durant, Master of Transportation	Vincennes, Ind.
A. Thomson, Master Mechanic	Seymour, Ind.
I. A. Smith, Engineer	217 W. Fourth st., Cincinnati, O.
R. T. Bradon, General Ticket Agent	112 S. Fourth st., St. Louis, Mo.
W. Duncan, General Freight Agent	" " "
A. N. Chrystie, Purchasing Agent	" " "

State of Missouri, County of St. Louis, ss :

A. N. Chrystie, Vice-President and General Manager of the Ohio and Mississippi Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

A. N. CHRYSTIE,

Vice-President and General Manager.

Subscribed and sworn to before me, this 26th day of September, A.D. 1874.

[SEAL.]

D. W. PAUL, *Notary Public.*

OHIO AND TOLEDO RAILROAD COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION.]

The officers and owners of the Carrollton and Oneida Railroad, on the 15th day of July, 1873, entered into an article of agreement to sell, remit and transfer by quit-claim deed, the body of the Carrollton and Oneida Railroad, together with all the right of way that they might have to dispose of, to [this] the Ohio and Toledo Railroad Company, in consideration that the Ohio and Toledo Railroad Company are to take possession of said road August 1, 1873, and shall tie, iron with T rail, and equip the same with rolling stock on or before the 1st day of August, 1874, which was completed July 30, 1874. [thirty days subsequent to the date to which this report is made].

Until the old track was torn up in June and July last, the road was run by Howard & Co., contractors, with the old rolling stock, the proceeds used in repairs, etc.

The part laid with rail was the old Carrollton and Oneida road, wooden stringers, with strap-iron rails, and common gauge, just as the road was turned over to the contractors, who were working for the Ohio and Toledo Railroad Company. At date of report they were just commencing to tear up the old track to make place for the new T rail, weight 30 lbs. per yard, with 36-inch gauge. The contractors procured new rolling stock of the narrow gauge before the track was ready to run it on—the engine and freight cars to use in construction and the passenger car as soon as the road should be ready.

Length of proposed line is from Cannonsburg, Carroll county, to Youngstown, Mahoning county, 50 miles; graded, not laid with rail, Oneida to Minerva, 4.50 miles.

CONSTRUCTION.

Expenditures to 30th June inclusive, paid by contractors.....	\$50,000 00
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CAPITAL STOCK.

Amount authorized.....	\$200,000 00
Amount subscribed.....	150,000 00
Paid in.....	None.
Funded debt.....	None.
Floating debt, construction account.....	50,000 00

Line owned by company laid with rail, single main track from Carrollton to Oneida, 10.50 miles. (See previous remarks.)

The Carrollton and Oneida Railroad Company is still in existence, but only with power to close its business—not to build and operate a railroad, as it has transferred that right to the Ohio and Toledo Company.

The main work done prior to June 30 was placing new ties on the old Carrollton and Oneida road, extending grade to Minerva, and purchasing iron, etc., all done by the contractors.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
E. R. Eckley	Carrollton, Ohio.
A. R. Arter	Hanoverton, Ohio.
J. B. Powell	Columbiana, “
J. B. Richey	Guilford, “
Shep. Hawley	“ “
Stanton Weaver	Minerva, “
William Ramsey	Hanoverton, “
E. R. Eckley, President	Carrollton, “
Geo. P. Davis, Treasurer	Minerva. “
Stanton Weaver, Secretary	“ “

State of Ohio, County of Carroll, ss :

E. R. Eckley, President of the Ohio and Toledo Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

E. R. ECKLEY, *President.*

Subscribed and sworn to before me, this 29th day of August, A D. 1874.

[SEAL.]

JAMES HOLDER, *Notary Public.*

PAINESVILLE AND YOUNGSTOWN RAILROAD COMPANY.

PROPOSED LINE—GIVING TERMINAL POINTS.

From Fairport via Painesville to Youngstown	64.40 miles.
Length graded not laid with rail, between Youngstown and Niles.....	8 "

After \$265,000, the amount of capital stock paid in, had been expended in grading, etc., this company contracted with the Grand River Improvement Company of Ohio to construct, complete and equip the entire line of the Painesville and Youngstown Railroad, for which that company is to receive the bonds of this company and its capital stock. The road not being completed, no stock has been issued to the Grand River Improvement Company, but it has received all the bonds of this company issued.

The Improvement Company have been operating the completed portion of the road, but being done in connection with construction, it is impracticable to give full details; and the cost of operating, properly belonging to the traffic earnings, cannot be given.

The construction account and cost of road, equipment, etc., which includes the \$245,000 named above, is furnished by the contractors; also, the amount received by them for carrying passengers, freight, etc.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

Right of way	\$58,793 12
Civil engineering	43,112 75
Grading and masonry	373,616 38
Bridges	16,235 42
Superstructures	14,649 19
Timber and ties.....	69,432 22
Iron rails, chairs and spikes.....	294,583 55
Fencing.....	20,558 45
Passenger and freight stations.....	3,600 48
Engine and car houses.....	841 01
Machine shops, machinery and fixtures.....	307 10
Other buildings and fixtures.....	1,854 52
Locomotives and fixtures.....	65,221 16
Passenger and baggage cars.....	11,722 85
Freight and other cars.....	22,300 88
Interest and discount.....	10,487 90
Contingent expenses	2,857 98
Old road bed.....	60,000 00
Track-laying	20,084 99
Real estate.....	21,495 21
Other expenses.....	8,024 49
Ballasting	17,231 85
Total	\$1,167,011 50

STOCK AND DEBT.

CAPITAL STOCK.

Amonnt authorized	\$2,000,000 00
Par value of shares	50 00
Total paid in and issued (erroneously reported last year).....	\$265,000 00

DEBT.

1st mortgage 7 per cent. bonds, due November, 1902.....	\$773,000 00
Amonnt of floating debt, not secured by mortgage, due contractors. payable in stock and bonds.....	129,011 50
Total debt, funded and floating.....	\$902,011 50
Total paid-in stock and debt.....	\$1,167,011 50

COST OF ROAD, EQUIPMENT, Etc.

Right of way.....	\$110,288 33
Construction	845,748 61
Equipment.....	77,598 00
Other items of cost not included in above	133,376 56
	<u>\$1,167,011 50</u>

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Painesville to Niles.....	50.30
Aggregate of sidings and other tracks	2.10
Total length laid with rail	<u>52.40</u>

All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Lake.....	6.74	.60	7.34
Geauga	22.80	1.25	24.05
Trumbull	20.76	.25	21.01
Totals.....	<u>50.30</u>	<u>2.10</u>	<u>52.40</u>

Weight of rail per yard on main track, 35 pounds.

Gauge of road, 36 inches.

All ballasted with gravel and cinder.

RAILROADS CROSSED AT GRADE.

Cleveland and Mahoning Valley Railway, at Niles.

Atlantic and Great Western Railroad, at Warren.

Lake Shore and Michigan Southern Railway, at Painesville.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with above named roads?

Yes.

Number of highways crossed at grade, 54.

No telegraph on line of road

BRIDGES, TRESTLES, ETC.

Bridges.

Wood.....	8	Aggregate length	813 feet.
Stone	3	“	485 “
			<u>1,298 “</u>

Those of wood all built within the year ending June 30; location, etc., as follows:

Burton Road	Howe truss	62 feet.
Cuyahoga	“	56 “
Swine Creek	“	166 “
Grand River	“	143 “
Dead Branch	“	57 “
Mosquito Creek	“	75 “
Mahoning River	“ two spans	262 “
A. Y. and P. Railroad crossing	“	51 “

Trestles.

Number of trestles, 17; aggregate length, 5,961 feet; greatest age, 2½ years.

Stations, etc.

Passengers and freight combined, 3.

Water, 2.

Engine-houses, 2; value, \$300.

Shops for construction and repairs, 1; value, \$100.

Fencing.

Miles of fencing on the road, 45.2; total cost, \$20,706.68.

“ built within the year ending June 30, 23.8; cost per rod, \$1.20 to \$1.40.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	6	*31,000 lbs.	*\$7,733 00
Express and baggage cars	2	15,000 “	2,325 00
Passenger cars	2	15,000 “	3,125 00
Freight cars	42	4,714 “	450 00
Other cars	10	.....	140 00

Total number of persons employed in operating the road, 20.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

American Express Company; \$20 per month and 15 cents per 100 pounds.

Name and post-office address of the principal officer in Ohio: H. S. Julier, Cleveland.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 35 lbs. per yard 40.74 miles.

*Including tenders.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	22,262
Average amount received for each	\$0 41.40

Freight.

Tons carried	4,131
Average amount received for each ton	\$1 68.40

EARNINGS FOR TRANSPORTATION IN CONNECTION WITH CONSTRUCTION,
ETC., FOR THE YEAR ENDING JUNE 30.

Of passengers	\$9,218 29
Freight	6,968 42
Express	414 91
Total	\$16,601 62

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS, ETC.

RECEIPTS.

Bonds issued to contractors	\$773,000 00
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PAYMENTS.

Paid contractors for construction prior to June 30, 1873	\$176,880 87
Construction, equipment, etc., since June 30, 1873	596,119 13
Total	\$773,000 00

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

April 1, 1874. N. F. Harvey, brakeman, injured one mile south of East Claridon. Freight car left track and rolled down an embankment, breaking his leg. Cause beyond his own control.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Paul Wick	Youngstown, Ohio.
A. B. Cornell	" "
W. J. Hitchcock	" "
M. C. Martin	" "
James Ward	Niles, "
Horace Steele	Painesville, "
(One vacancy.)	
Paul Wick, President	Youngstown, Ohio.
M. C. Martin, Vice-President	" "
Geo. J. Margerum, Auditor	" "
Aaron Wilcox, Treasurer	Painesville, "
A. B. Cornell, Secretary	Youngstown, "
G. R. Crane, Superintendent	Painesville, "
W. C. Agnew, Chief Engineer	" "

State of Ohio, County of Mahoning ss :

G. R. Crane, Superintendent of the Painesville and Youngstown Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1874.

(Signed)

G. R. CRANE, *Superintendent.*

Subscribed and sworn to before me, this 22d day of October, A. D. 1874.

[SEAL.]

SIDNEY STRONG, *Notary Public.*

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Pittsburgh, Pennsylvania, to Columbus, Ohio.....	193
“ Columbus, Ohio, to Chicago, Illinois	314
“ Bradford Junction, Ohio, to Indianapolis, Indiana	105
“ Columbus, Ohio, to Cincinnati, Ohio	120
“ Xenia, Ohio, to Anoka Junction, Indiana	159
“ Logansport, Indiana, to Illinois State line	61
“ Xenia, Ohio, to Springfield, Ohio	19
“ Cadiz, Ohio, to Cadiz Junction.....	7.50
Total.....	978.50
Double main track, P. C. and St. L. Division, 14 5 ; L. M. Division, 27 ;	
C. C. and I. C. Division, 7.3.....	48.8
Aggregate of sidings and other tracks, P. C. and St. L. Div., 48 5 ; L. M.	
Div., 31.5 ; C. C. and I. C. Div., 72.5.....	157.5
	206.30
Total length of track laid with rail	1,184.80

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$8,924,350 00
Amount subscribed.....	8,433,750 00
Par value of shares.....	50 00
Amount paid in—common	2,508,300 00
1st preferred	2,925,450 00
2d “	3,000,000 00
Total paid in and issued	\$8,433,750 00
Increase since June 30, 1873	200 00
Amount paid in per mile (200.50)	42,063 50
Proportion for Ohio (157.50) miles.....	6,625,015 42
Stockholders residents of Ohio, 125	
Amount of stock held and owned by them June 30, 1874 ..	471,850 00
No transfer office or agency out of this State.	

DEBT.

P. C. and St. L. consolidated 1st mortgage 7 per. cent.	
bonds, due August 1, 1890.....	\$6,222,000 00
P. C. and St. L. consolidated 2d mortgage 7 per cent.	
bonds, due April 1, 1913	5,000,000 00

Steub. and Ind. 1st mortgage 6 per cent. bonds, due January 1, 1884	\$3,000,000 00	
Steub. and Ind. 2d mortgage 6 per cent. bonds	4,060 99	
“ income 7 per cent. bonds	9,450 00	
Col. and Newark Div. 1st mortgage 7 per cent. bonds, due January 1, 1890	775,000 00	
Amount of funded debt		\$15,010,510 99
Increase since June 30, 1873	\$4,999,925 00	
Amount of floating debt not secured by mortgage		623,008 72
Decrease since June 30, 1873	2,357,052 17	
Total debt, funded and floating	15,633,519 71	
Increase since June 30, 1873	2,642,872 83	
Amount per mile (200.50) of funded debt	74,865 39	
“ “ (978.50) of floating debt	636 70	
Proportion for Ohio—funded debt (157.50 miles)	11,791,298 92	
“ “ floating debt (485.90 miles)	309,372 53	
Total of paid-in stock and debt		\$24,067,269 71
Total amount per mile (200.50) on line owned	\$117,565 68	
Total proportion for Ohio (157.50 miles) line owned	18,516,594 60	
Amount of floating debt per mile (778) leased	636 70	
Proportion for Ohio (328.40 miles) leased	209,092 22	

COST OF ROAD, EQUIPMENT, ETC.

Right of way	\$559,500 74	
Construction	15,133,313 88	
Equipment	3,821,479 07	
Other items of cost not included in above	184,588 22	
		\$19,698,881 91
Cost per mile (200.50)	\$95,248 78	
Proportion for Ohio (157.50 miles)	15,474,182 85	

Value of real estate owned by company exclusive of roadway : Included in above.

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]		
	Length.	In Ohio.
Main track from Pittsburgh, Pennsylvania, to Columbus, Ohio	193	150
Cadiz Junction, Ohio, to Cadiz, Ohio	7.50	7.50
Total single main track	200.50	157.50
Double main track	14.50	.....
Aggregate of sidings, etc	48.50	39.50
Total length laid with rail.	363.50	197.

Length in Ohio, distributed as follows :

County.	Main track.	Branches.	Sidings, etc.	Total.
Jefferson	22	....	5.9	27.9
Harrison	24.4	7.5	4.1	36
Tuscarawas	21.7	....	6.9	28.6
Cashocton	23.3	....	2.8	26.1
Muskingum	14.1	....	2.3	16.4
Licking	11.5	....	2.7	14.2
“ “	20.4	....	5.9	26.3
Franklin*	12.6	....	8.9	21.5
Totals.....	150	7.5	39.5	19.7

RAILWAYS OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

	Length.	In Ohio.
Little Miami and Columbus and Xenia Railroad, main track	195.70	192.50
Columbus, Chicago and Indiana Central Railway, “	582.30	135.90
Totals.....	778	328.40
Double main track, L. M. and C. and X. Railroad.....	27	27
“ “ C. C. and I. C. Railway.....	7.30	.....
Aggregate of sidings and other tracks, L. M. and C. and X. R.R. 36.5		
“ “ C. C. and I. C. R’y	72.5	
Totals.....	109	60.70
Totals.....	921.30	416.10

Steel and steel capped rail in use, entire line, 4.20 miles.

Weight of rail per yard on main track, 60-64 lbs. Gauge of road, 57½ inches.

Entire line in Ohio ballasted with stone and gravel.

RAILROADS CROSSED AT GRADE IN OHIO.

Lake Shore and Tuscarawas Valley Railway, at Urichsville.

Marietta, Pittsburg and Cleveland Railway, at Newcomerstown.

Lake Erie Division Baltimore and Ohio Railroad, at Newark.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Columbus.

Columbus and Hocking Valley Railroad, at Columbus.

Cincinnati and Springfield Railway, at Columbus.

Marietta and Cincinnati Railroad, at Loveland.

Cincinnati, Sandusky and Cleveland Railroad—four crossings—at London, Sullivans, Columbus and Urbana.

Atlantic and Great Western Railroad, at Urbana.

Dayton and Michigan Railroad, 9-10 miles east of Piqua.

Dayton and Union Railroad, at Greenville.

Do all trains on your road stop at these crossings ? Yes.

Are flagmen stationed at each ? Yes.

Are your time-tables arranged to secure running connections with above named roads ?

Where practicable they are.

* The portion of the line from Newark to Columbus, 33 miles, is owned jointly by the Central Ohio Railroad and this company.

Number of highways crossed at grade in Ohio: P. C. and St. L., 101; L. M., 205
C. C. and I. C., 134—440.

Miles of telegraph on line of road: P. C. and St. L., 200.5; L. M., 195.7; C. C. and
I. C., 582.3—978.5. All owned jointly by company and Western Union Telegraph Com-
pany.

Number of telegraph offices in stations on line: P. C. and St. L. Div., 43; L. M. Div.,
24; C. C. and I. C. Div., 15—82.

Number of telegraph stations operated by company: P. C. and St. L. Div., 16; L. M.
Div., —; C. C. and I. C. Div., 5—21.

Number operated jointly by railroad and telegraph company: P. C. and St. L. Div., 27;
L. M. Div., 24; C. C. and I. C. Div., 10—61.

BRIDGES, TRESTLES, TUNNELS, ETC., IN OHIO.

Bridges.

	P. C. & St. L. Div. No.	Length.	No.	L. M. Div. Length.	C. C. & I. C. Div. No.	Length.	Total No.	Total length.
Wood	25	3,908 feet.	80	6,319 feet.	8	1,523 feet.	113	11,750 feet.
Iron	2	64 "	2	259 "	..	....	4	323 "
Stone	16	1,847 "	3	194 "	1	146½ "	20	2,187½ "
Totals....	43	5,819 "	85	6,772 "	9	1,669½ "	*137	14,260½ "

Built within the year ending June 30. (Included in above).

Bridge No. 31, iron girders.....	40 feet.
" " 59, stone arches	87½ "
" " 61, "	89½ "
Wolf Creek bridge, wood, Howe truss	165 "
Piqua canal " " " "	70 "

Total..... 452 "

Greatest age of bridges—Pittsburgh, Cin'ti and St. Louis, wood, 12 years; iron, 4 years.

Little Miami Division, wood, 21 years; iron, 7 years.

Columbus, Chicago and Indiana Central, wood, 8 years.

Trestles.

C. C. and I. C. Division, 47; aggregate length, 4,057 feet; greatest age, 8 years.

Tunnels.

Pittsburgh, Cin'ti and St. Louis, stone, 2; aggregate length, 2,260 feet; brick, 3; ag-
gregate length, 3,051 feet; total, 5,311 feet.

Stations, etc.

	P. C. and St. L.	L. M. Div.	C. C. and I. C.	Aggregate.
Passenger.....	3	7	1	11
Freight	2	9	2	13
Combined.....	23	28	21	72
Totals	28	44	24	96
Water	10	18	10	38
Fuel	3	7	3	13
Engine-houses.....	4	5	3	Value \$10,000
Shops for construction, etc.....	3	2	5	" 25,500

* 170 bridges reported in 1873. Adding the 5 new ones built within the year, there is a discrepancy or loss of 39, accounted for by now reporting as trestles structures hereto-
fore classified as bridges.

Fencing.

	P. C. and St. L.	L. M. Div.	C. C. and I. C.	
Miles of fencing now built...	200	370	226.4	Total cost, \$372,970 00
“ built within the year ..	....	34	31.4	Cost per rod, 1 55
“ unfenced (both sides)..	12	12	41.6	

The principal part of fencing unfinished is through property of parties living on line of railroad, who by contract have agreed to build and keep same in repair, but have failed to do so.

EQUIPMENT—ENTIRE LINE.

	P. C. and St. L.	L. M. Div.	C. C. and I. C.	Aggregate.	Av. weight.	Av. cost.
Locomotives.....	110	53	158	321	*62,500 lbs.	*\$10,000
Express and baggage cars,	19	24	27	70	26,000 “	1,650
Passenger cars.....	34	33	65	137	33,250 “	3,500
Drawing-room and sleep- ing cars.....	....	....	....	43	35,000 “	10,000
Freight cars.....	1,600	641	1,591	3,832	17,500 “	650
Other cars.....	42	18	54	114	15,000 “	900

NOT OWNED BY THE COMPANY—(INCLUDED ABOVE).

Locomotives, 16, owned by Pennsylvania Company.

Drawing-room and sleeping cars, 43, owned by Pullman Palace Car Company.

Terms of service: For the use of the sixteen locomotives this company pays 10 per cent. per annum on their original cost.

The drawing-room and sleeping cars are furnished by the Pullman Palace Car Company, who renew the bedding and upholstery, and receive pay for the use of berths. The Railway Company keep the cars in running order, and have the use of them for their passengers.

Average number of cars including baggage cars, in passenger trains 5
“ “ “ in freight trains 18

Brake in use on passenger cars: Westinghouse atmospheric and hand brake.

Method of bridging between passenger cars: Movable wooden bridge.

Method of heating passenger, sleeping, parlor and drawing-room cars on your road: Passenger cars by Spear's and Drupp's heaters.

Drawing-room and sleeping cars by Baker's steam heaters.

Means of lighting: Candles almost exclusively, a few drawing-room cars having kero-
oil lamps.

Total number employed in operating the road, entire line, 6,374; proportion for Ohio, 3,334.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 40 miles; average rate, including stops, 30 miles.

Mail and accommodation—highest rate allowed, 30 miles; average rate, including stops, 24 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 10 miles.

* Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (8 miles).....	4 cents.	4 cents.
" more than 8 and less than 30 miles	3 "	3 "
" more than 30 and less than 100 miles	3 "	3 "
" the whole length of the main road in Ohio	3 "	3 "
" through passengers.....	3 "	1 "

Is there an addition to ticket rates if fare is paid on trains? None.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on your road :

For seat, 50 cents, \$1, and \$1.50; berth, \$1.50, \$2, and \$2.50; section, \$3 and \$4; state-room, \$4 and \$5, according to distance occupied.

FREIGHT.

Rate charged per mile :

	Highest.	Lowest.
For the shortest distance carried (8 miles).....	20 cents.	7.50 cents.
" more than 5 and less than 30 miles	9.29 "	5 "
" more than 30 and less than 100 miles	5 "	2.50 "
" the whole length of the main road in Ohio	4.50 "	1 64 "
" through freight	2 "	1 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road. (See former reports.)

[The Adams and the American.]

State terms as to rates, use of track, machinery, repair of cars, etc, with each. (* See former reports.)

Name and post-office address of the principal agent or officer of each in Ohio :

Adams—A. Gaither, Resident Manager, Cincinnati, Ohio.

J. H. Rhodes, Superintendent Western Division, Cincinnati, Ohio.

American—H. S. Julier, Superintendent, Cleveland, Ohio.

What freight, transportation and other special lines run on your road? (See former reports.)

[The Union Railroad and Transportation Company.]

State terms as to rates, use of track, machinery, repair of cars, etc. († See former reports.)

Name and post-office address of the principal agent or officer of each line in Ohio :

D. S. Gray, Western Manager, Columbus.

E. C. Beach, Agent, Columbus.

H. W. Brown, Agent, Cincinnati.

M. McReynolds, Agent, Dayton.

* Contract with Adams Express Company printed in full in Commissioner's reports for 1867, 1871 and 1872.

† For copy of contract, see Commissioner's report, 1872.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO—MILES.

	P. C. and St. L.	L. M. Div.	C. C. and I. C.	Totals.
Re-rolled iron.....	47.6	39.2	50.9	137.7
Spliced and mended iron	24.1	3	.5	27.6
Steel rail—60 lbs	----	----	.7	.7
				<hr/> 166

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

	P. C. and St. L.	L. M. Div.	C. C. and I. C.	Totals.
Hauling passenger trains.....	627,126	581,915	1,142,346	2,351,367
“ freight trains	2,396,581	555,614	3,288,822	6,241,017
“ construction trains.....	150,966	34,933	188,632	374,531
Totals	<hr/> 3,174,673	<hr/> 1,172,462	<hr/> 4,619,780	<hr/> 8,966,915

Cars.

	P. C. and St. L.	L. M. Div.	C. C. and I. C.	Totals.
Passenger	2,099,015	1,473,835	3,075,897	6,648,747
Express and baggage	1,181,752	940,787	1,400,233	3,522,772
Freight	25,881,120	4,468,853	31,049,729	61,399,702
Caboose	1,737,018	348,510	2,216,013	4,301,541
In construction and other trains.....	664,170	153,705	829,980	1,647,855
Empty cars	8,066,569	1,344,435	11,415,591	20,856,595
Totals	<hr/> 39,623,644	<hr/> 8,730,125	<hr/> 50,023,143	<hr/> 93,377,212

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries in Ohio, fatal and non-fatal—

To passengers—Pitts. Cin'ti and St. Louis	\$1,523 02	
Col., Chicago and Ind. Central	1,157 00	
	<hr/>	\$2,680 02
To employes—Pitts., Cin'ti and St. Louis	\$7,025 11	
Little Miami Div	1,006 90	
Col., Chicago and Ind. Central.....	2,600 15	
	<hr/>	10,632 16
To others—Pitts., Cin'ti and St. Louis.....	\$293 29	
Little Miami Div.....	2,662 35	
Col., Chicago and Ind. Central	75 00	
	<hr/>	3,030 64
For loss and damage of goods and baggage, entire line—		
Pitts., Cin'ti and St. Louis.....	\$18,308 85	
Little Miami Divison.....	4,041 79	
Col., Chicago and Ind. Central.....	12,187 29	
	<hr/>	34,537 93
For animals killed in Ohio—		
Horses, 5 (Pitts., Cin'ti. and St. Louis)	\$325 00	
5 (Little Miami Div)	471 35	
61 (Col., Chicago and Ind. Central).. <hr/>	4,806 04	\$5,602 39

For animals killed in Ohio—

Mules, 16 (Little Miami Div)	\$482 95	
1 (Col., Chicago and Ind. Central)...	75 00	557 95
Cattle, 29 (Pitts. Cin'ti and St. Louis)	\$604 00	
378 (Col., Chicago and Ind. Central)...	10,727 41	11,331 41
Sheep, 9 (Pitts., Cin'ti and St. Louis)	\$35 00	
69 (Col., Chicago Ind. Central).....	175 50	210 50
Hogs, 154 (Col., Chicago and Ind. Central).....	1,150 04	\$18,852 29
Amount claimed, unsettled and in litigation for injuries in Ohio to persons—		
Pitts., Cin'ti and St. Louis	\$15,000 00	
Col., Chicago and Ind. Central	57,150 00	\$72,150 00

FUEL CONSUMED—ENTIRE LINE.

Wood—Pitts., Cin'ti and St. Louis.....	5,634 cords.	Cost, \$18,029 20	
Coal—	122,850 tons.	230,344 28	\$248,373 48
Wood—Little Miami Div	9,564 cords.	Cost, \$32,501 93	
Coal—	26,373 tons.	67,129 14	99,631 07
Wood—Col., Chicago and Ind. Central... ..	60,910 cords.	Cost, \$205,394 64	
Coal—	91,259 tons.	252,957 97	458,352 61

DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Average number carried in each car per trip		25 to 35
Number carried of all classes—		
Pitts., Cin'ti and St. Louis	671,477	
Little Miami Div	728,062	
Col., Chicago and Ind. Central	643,252	2,042,761
Total mileage, or number carried one mile—		
Pitts., Cin'ti and St. Louis	27,979,061	
Little Miami Div	19,997,178	
Col., Chicago and Ind. Central	33,886,046	81,862,285
Average number of miles traveled by each—		
Pitts., Cin'ti and St. Louis		41.70
Little Miami Div		27.50
Col., Chicago and Ind. Central		52.70
[entire line		40.74]
Average amount received for each—		
Pitts., Cin'ti and St. Louis		\$1 19.13
Little Miami Div		70.11
Col., Chicago and Ind. Central		1 51.45
[entire line		1 11.66]
Average amount per mile received for each—		
Pitts., Cin'ti and St. Louis		02.86
Little Miami Div		02.54
Col., Chicago and Ind. Central		02.87
[entire line		02.786]

Freight.

	Through.	Local.	Total.
Tons carried—Pitts., Cin'ti and St. Louis ..	613,905	871,443	1,485,348
Little Miami Div	170,423	288,154	458,577
Col., Chicago and Ind. Central	625,530	801,559	1,427,089
Totals	1,409,858	1,961,156	3,371,014
Average tons in each loaded car per trip			6 to 8
Total movement, or tons carried one mile—			
Pitts., Cin'ti and St. Louis	205,717,256		
Little Miami Div	36,281,262		
Col., Chicago and Ind. Central	265,779,602		
			510,778,120
Average amount received for each ton—			
Pitts., Cin'ti and St. Louis			\$1 76.15
Little Miami Div			1 42.18
Col., Chicago and Ind. Central			2 03.88
[entire line			1 83.27]
Average amount per mile received for each ton—			
Pitts., Cin'ti and St. Louis			01.254
Little Miami Div			01.797
Col., Chicago and Ind. Central			01.095
[entire line			01.209]

TONNAGE — CLASSIFIED.

	P. C. and St. L.	L. M. Div.	C. C. and I. C.	Total.	Per cent.
Coal	434,340	93,275	204,397	732,012	21.7
Stone, lime, sand, etc	14,402	11,731	29,500	55,633	1.7
Petroleum	6,470	1,183	3,303	10,956	.3
Ores	7,590	36	4,954	12,580	.4
Pig and bloom iron	25,257	6,400	5,768	37,425	1.1
Railroad iron (iron and steel rails) ..	16,837	53	14,991	31,881	.9
Other iron and castings	52,264	13,046	35,409	100,719	3
Lumber and other forest products ..	51,994	44,627	204,054	300,675	8.9
Live stock	142,252	52,447	88,039	282,738	8.4
Grain	224,164	24,537	322,129	570,830	16.9
Other agricultural products	91,989	34,484	84,702	211,175	6.3
Flour	76,771	22,583	89,523	188,877	5.6
Provisions (beef, pork, lard, etc) ...	103,874	30,771	104,475	239,120	7.1
Manufactures, including agricul- tural implements	82,153	56,541	99,377	238,071	7.1
Merchandise	151,201	65,453	120,118	336,772	10
Miscellaneous	3,790	1,416	16,350	21,550	.6
	1,485,348	458,577	1,427,089	3,371,014	100
*Supplies for company's use	142,684	31,662	131,810	306,156	
Total	1,628,032	490,239	1,558,899	3,677,170	

* Carried free.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—

	Through.	Local.	Total.	
Pitts., Cin'ti and St. Louis	\$385,990 40	\$413,904 47	\$799,894 87	
Little Miami Div.....	249,502 19	259,297 29	508,799 48	
Col., Chicago and Ind. Central ..	349,355 69	622,573 24	972,228 93	
			<u>2,280,923 28</u>	

From freight transportation—

Pitts., Cin'ti and St. Louis	\$1,131,880 78	\$1,484,540 83	\$2,616,421 61	
Little Miami Div.....	222,760 92	429,242 84	652,003 76	
Col., Chicago and Ind. Central..	1,066,721 68	1,842,915 56	2,909,637 24	
			<u>\$6,178,062 61</u>	

From mail—

Pitts., Cin'ti and St. Louis.....	\$56,400 00			
Little Miami Div.....	45,732 81			
Col., Chicago and Ind. Central.....	77,541 65			
			<u>179,674 46</u>	

From express—

Pitts., Cin'ti and St. Louis	\$76,742 62			
Little Miami Div.....	56,886 97			
Col., Chicago and Ind. Central.....	74,499 44			
			<u>208,129 03</u>	

From all other sources of income—

Pitts., Cin'ti and St. Louis	\$168,927 23			
Little Miami Div	73,043 82			
Col., Chicago and Ind. Central.....	57,562 25			
			<u>299,533 30</u>	

Total earnings—

[Pitts., Cin'ti and St. Louis.....]	\$3,718,386 33			
Little Miami Div.....	1,336,466 84			
Col., Chicago and Ind. Central.....	4,091,469 51]			
			<u>\$9,146,322 68</u>	

OPERATING EXPENSES.

Maintenance of way and structures—

Pitts., Cin'ti and St. Louis	\$792,558 47			
Little Miami Div.....	298,293 44			
Col., Chicago and Ind. Central	1,096,461 50			
			<u>\$2,187,313 41</u>	

Maintenance of cars—

Pitts., Cin'ti and St. Louis	\$284,213 69			
Little Miami Div.....	89,762 82			
Col., Chicago and Ind. Central	276,882 13			
			<u>650,858 64</u>	

Motive power—

Pitts., Cin'ti and St. Louis	\$865,167 66			
Little Miami Div.....	270,329 40			
Col., Chicago and Ind. Central	1,159,692 41			
			<u>2,295,099 47</u>	

Conducting transportation—

Pitts., Cin'ti and St. Louis	\$992,593 36
Little Miami Div	359,926 26
Col., Chicago and Ind. Central	1,044,820 16
	<hr/> \$2,397,339 78

General expenses—

P. C. & St. L.—Taxes, Ohio.....	\$35,863 65
“ Pennsylvania	26,844 80
“ West Virginia.....	1,430 68
Other expenses	27,694 59
L. M. Div..... Taxes, Ohio.....	74,046 76
Other expenses	22,558 97
C. C. & I. C.... Taxes, Ohio.....	21,136 35
“ Indiana	29,831 32
“ Illinois	3,869 10
Other expenses	60,026 37
	<hr/> 303,302 59

Total operating expenses [P. C. & St. L.	\$3,026,366 90
L. M. Div.....	1,114,917 65
C. C. & I. C.	3,692,629 34]

7,833,913 89

being [on P. C. & St. L. 81.66 per cent.

L. M. Div

C. C. & I. C. 90.25 “

on entire line of]..... 85.65 “ an average of net earnings.

Net earnings [Pitts., Cin'ti and St. Louis....	\$692,019 43
Little Miami Div	221,549 19
C. C. & I. C.....	398,840 17]

1,312,408 79

AMOUNTS PER MILE (978.50) OPERATED.

[P. C. & St. L., 200 50; L. M. Div., 195.70; C. C. & I. C., 582.30.]

Earnings [P. C. & St. L. \$1,854 56]; proportion for Ohio, [157 50 miles..	\$2,920,932 00]
[L. M. Div.... 6,829 16]; “ “ [192.50 “ ..	1,315,613 53]
[C. C. & I. C.. 7,026 39]; “ “ [135.90 “ ..	954,886 40]

[Average entire line]... \$9,347 29; “ “ 485.90 “ .. \$4,541,848 21

Operating expenses—

[Pitts., Cin'ti and St. Louis	\$1,509 41	.....	[\$2,377,320 75
Little Miami Div	5,697 07	.....	1,096,685 98
Col., Chicago and Ind. Central	6,341 45	.....	861,803 05]
Average for line].....	8,006 05	.....	3,890,139 70

Net earnings—

[Pitts., Cin'ti and St. Louis	\$345 15	.....	[\$543,611 25
Little Miami Div	1,132 09	.....	218,927 55
Col., Chicago and Ind. Central	684 94	.....	93,083 35]
Average for line]	1,341 24	.....	651,708 51

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscription to stock	\$200 00
From sale of bonds not heretofore issued	5,000,000 00
Total	<u>\$5,000,200 00</u>

PAYMENTS.

Interest on bonds	\$757,290 00
Interest on floating debt, 7 per cent—	
Pitts., Cin'ti and St. Louis	\$49,489 78
Little Miami Div	42,617 37
Col., Cin'ti and Ind. Central	<u>81,034 93</u>
	173,142 08
Bonds of the company canceled, Stenbenville and Indiana income bonds..	75 00
Floating debt liquidated	2,357,052 17
Lease of Little Miami Div	\$710,533 77
Lease of Columbus, Chicago and Indiana Central Railway ..	<u>1,227,440 86</u>
	1,937,974 63
Miscellaneous	531,665 51
Right of way	619 20
Construction of new work	552,711 25
Additional equipment	1,745 55
“ real estate	<u>333 40</u>
Total	<u>\$6,312,608 79</u>

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$8,433,750 00
Funded debt	15,010,510 99
Value of supplies, etc., received with leased roads	1,373,074 54
Amount due other companies	472,748 29
Amount due for current expenditures in June and prior thereto	796,495 47
Miscellaneous	<u>1,850,602 83</u>
	\$27,937,182 12

ASSETS.

Cost of Pittsburgh, Cincinnati and St. Louis Railway equipment, etc., to June 30	\$19,698,881 91
Supplies on hand	464,953 67
Cost of additions and improvements to leased roads	1,158,012 68
Cash on hand	312,439 01
Amount due by station agents and conductors	187,046 81
Amount due by other companies	703,087 87
Miscellaneous assets	846,451 37
Balance	<u>4,566,248 80</u>
	\$27,937,182 12

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof :

Pittsburgh, Cincinnati and St. Louis Division.

June 5, 1873. J. H. Brown, brakeman, at Kirkersville; injured; was passing over the train, and, attempting to jump from one car to another, missed his footing and fell between the cars and to the outside of the rails, breaking his collar-bone. Want of caution.

June 9, 1873 D. Mahoney, brakeman, at Arsenal Hill; injured; had made a coupling between two cars, but was struck by one of them as he was stepping out, which knocked him against a platform standing alongside of the track, rolling him some distance between the cars and platform, breaking his left arm and bruising his face and shoulders. Want of caution.

June 23, 1873. D. Gould, brakeman, Dresden Junction; injured; brake gave way; collar-bone broken. Cause beyond his control.

July 5, 1873. M. H. McKain, freight conductor, at Philadelphia Roads; injured; train thrown from track by broken axle; arms bruised and head cut. Cause beyond his control.

July 8, 1873. Thomas Kuhn, brakeman, at Lock 17; injured; the other brakeman dropped a bar of iron on him, breaking his leg. Cause beyond his control.

July 22, 1873. J. Marquard, farmer, at Rock Run; fatally injured; was intoxicated. Coroner Nicholas Schott, Coshocton; verdict, "Deceased came to his death by being struck by engine in construction train."

July 25, 1873. W. S. Thompson, fireman, at Pataskala; injured jumping from engine when flue burst; both arms were broken. Cause beyond his control.

July 28, 1873. Z. T. Hillbrant, brakeman, at Newcomerstown; injured; arm broken while coupling. Want of caution.

July 29, 1873. Andrew Schmidt, injured; struck by engine; both feet crushed. His own fault.

August 17, 1873. Sarah Schiltz, at Urichsville; killed in trying to cross track ahead of train. Coroner T. H. Mozena, Urichsville.

September 1, 1873. John Horan, freight brakeman, at Bloomfield; killed instantly by falling from train. Coroner's verdict, "Accidental death."

September 1, 1873. S. Dawson, brakeman, at shop switch; injured; flesh torn from leg from knee to ankle. Through carelessness in getting on train.

September 9, 1873. I. Brannon, brakeman, at Dennison; injured; two fingers mashed in coupling. Want of caution.

September 17, 1873. E. Wheeler, brakeman, at shop switch; fatally injured; had bolt run through his arm while coupling; died from the effects, but no inquest held. Cause beyond his control.

October 2, 1873. D. H. Gram, brakeman, at Adams' Mills; injured; lack of skill in coupling; hand mashed. Want of caution.

October 10, 1873. G. W. Tayman, freight brakeman, near New Market; killed; struck by overhead bridge. Want of caution.

October 13, 1873. J. Donnelly, brakeman, at Dennison; injured; lack of skill in coupling; hand mashed. Want of caution.

October 18, 1873. John Vandewender, freight conductor, near Steubenville; hip injured; caused by brake-wheel breaking off and letting him fall between cars. Cause beyond his control.

November 1, 1873. S. Lantz, brakeman, at Arsenal Hill; fell while running in front of engine, and was killed. Coroner P. Egan, Columbus; verdict, "Accidental death."

November 6, 1873. W. H. Neeley, freight brakeman, near Dennison; slipped and fell under cars, and was killed. Want of caution.

November 9, 1873. C. Clarke, brakeman, at shop switch; injured; hand mashed coupling. Want of caution.

November 13, 1873. I. A. Hollister, conductor, at West Lafayette; injured internally by jumping from caboose car under which axle had broken. Cause beyond his control.

November 17, 1873. James H. Householder, freight brakeman, at Mingo Junction; instantly killed by falling from top of car. Want of caution.

December 17, 1873. G. A. Conoway, yard laborer, at Dennison; instantly killed; was avoiding train upon one track, and stepped in way of train upon other. Tros. McCormick, acting coroner; verdict, "Accidental death."

January 18, 1874. Sarah Waumsutter, vagrant, killed; walking on track. No inquest.

January 20, 1874. James Hamilton, freight brakeman, at Steubenville; injured; arm crushed coupling cars. Want of caution.

February 10, 1874. M. Simcox, at Black Lick; intoxicated; killed. No inquest.

February 27, 1874. Frank Reid, freight brakeman, at Dennison; injured; fell while attempting to couple cars, and had one leg crushed below the knee. Want of caution.

March 16, 1874. Peter McCnen, fireman, at Dennison; injured; had foot and leg badly crushed, requiring amputation; caused by engine running off track at switch. Cause beyond his control.

March 20, 1874. Levi Kauffman, boy, at Steubenville; injured; stealing ride; in attempting to get on train fell, and had right arm crushed above elbow.

April 3, 1874. James Lewis, track cleaner, at Steubenville; killed instantly by falling while attempting to couple cars.

June 18, 1874. Claus Hays, at Pataskala; injured; stealing ride on train; fell under, and had foot cut off.

June 20, 1874. P. McBride, farmer, at Pataskala; injured; walking on track; was struck by engine; ribs broken and severely injured. Was near-sighted.

Little Miami Division.

July 26, 1873. Joseph Kames, brakeman, near Columbus; fatally injured; fell from train, crushing both legs; died. Want of caution.

July 26, 1873. George Hamon, at Pendleton; was killed attempting to jump between cars. Caused by his own carelessness.

August 29, 1873. John S. Pelman, near New Paris; instantly killed; struck by engine while walking on track. Want of caution.

October 11, 1873. Andrew Reber, yard conductor, at Cincinnati; instantly killed; slipped and fell under cars. Want of caution.

October 15, 1873. John H. Miller, bridge carpenter, fell from bridge near Dayton, and was instantly killed. Want of caution.

October 25, 1873. Michael Morton, at Loveland; injured; was intoxicated, and attempted to get on train in motion; fell under cars, and had one leg cut off.

January 5, 1874. Man, name unknown, near Plainville; instantly killed; walking on track; was struck by engine. Want of caution.

January 24, 1874. George Walker, at Woodburn Avenue, near Cincinnati; killed in attempting to get upon train while in motion. Result of his own carelessness.

March 23, 1874. A. S. Karnes, brakeman, Columbus; injured coupling cars; collar-bone broken. Want of caution.

May 16, 1874. — Carrigan, boy, near Freeport; killed; fell off train while stealing a ride.

May 18, 1874. Leonard Kelly, boy six years old, at Cincinnati; injured; fell under cars; leg amputated and head bruised. Want of caution.

May 22, 1874. Man, name unknown, near Plainville; found on track badly injured; supposed to have been struck by train while walking on track.

Columbus, Chicago and Indiana Central Division.

July 3, 1873. James Ward, brakeman, Columbus yard; injured; two fingers mashed while coupling; one finger amputated. Carelessness on his part.

July 8, 1873. Thomas Newell, foreman, Columbus yard; injured; had collar-bone broken by being caught between cars while coupling. Want of caution.

August 5, 1873. Grant Krick, boy seven years old, living at Weaver's; fatally injured; fell under cars while attempting to board construction train, and had one leg cut off; died two days after accident. Own fault.

August 11, 1873. Joseph Fleming, brakeman, at Columbus yard; injured; had two fingers of right hand mashed while coupling cars. Want of caution.

August 23, 1873. Wm. Powell, not an employe, at New Paris; injured; hand mashed while coupling cars against orders. His own fault.

September 26, 1873. Samuel Batdorf, three-fourths mile east of St. Paris; instantly killed; walking on track; was struck by passing train. Acting coroner, Samuel Bowersock, Champaign county; verdict, accidental death.

October 17, 1873. Samuel Cloud, brakeman, at Columbus yard; injured; hand crushed coupling cars. Want of caution.

October 24, 1873. James Canaan, brakeman, at Greenville; injured; hand mashed coupling cars. Want of caution.

October 27, 1873. Thomas Carroll, track laborer, one mile west of New Paris; instantly killed by jumping from construction train while in motion. No inquest.

November 2, 1873. Jerry Bresnahan, not an employe; injured; trying to climb between cars; train started and he fell, spraining left thigh.

November 17, 1873. Jerry O'Conner, at Bradford; killed; supposed to have been stealing a ride, and fell under cars. J. M. Fink acting coroner, Bradford; verdict of accidental death.

December 11, 1873. Jerry Glant, brakeman, at Columbus yard; injured; thumb mashed off while coupling cars. His own fault.

January 28, 1874. Luther E. Pritz, passenger, at St. Paris; killed; jumped from train while in motion, and was run over. His own fault. No inquest.

January 30, 1874. Wm. Romosier, brakeman, at Columbus yard; injured; hand mashed while coupling cars. Want of proper caution.

February 9, 1874. John D. Wells, brakeman, Columbus yard; injured; left arm crushed while coupling; arm amputated. Want of caution.

March 12, 1874. Wm. Byers, yard-master, Urbana; injured; end of thumb cut off while trying to pull a coupling-pin. His own fault.

April 6, 1874. Wm. Flack, brakeman, Columbus yard; killed; jumped from front end of car in motion; foot caught in link and threw him head foremost under train. P. Egan, coroner, Columbus; verdict, accidental death.

April 7, 1874. Mary Ward, Urbana, injured; fell under wheels while getting on caboose, which was in motion; wheels passed over ankle, necessitating amputation of leg below the knee. Result of carelessness.

April 7, 1874. Barney Flaigan, brakeman, Woodstock; injured; hand badly mashed while coupling cars. His own fault.

April 13, 1874. Wm. McGaw, switchman, Bradford yard; injured; third finger of right hand cut off while coupling. His own fault.

May 2, 1874. J. B. Baker, brakeman, Bradford yard; injured; one leg broken and the other badly injured by cars running over them. Cause beyond his control.

May 9, 1874. George C. Van Every, freight conductor, at Blue Hills; injured; left hand badly mashed while trying to pull coupling-pin. His own fault.

June 11, 1874. Sylvester Tont, fireman, at Wiley's; injured; fell from engine; head cut, knee and ankle sprained, and hurt internally. Result of carelessness.

RECAPITULATION.

	P. C. & St. L.	L. M. Div.	C. C. & I. C.	Totals.
Killed—				
Passengers—From misconduct or want of caution	..	..	1	1
Employees—From causes beyond their control....	1	..	..	1
“ misconduct or want of caution.	7	3	2	12
Others—On track and trespassing.....	4	5	3	12
Total killed.....				26
Injured—				
Employees—From causes beyond their control....	7	..	1	8
“ misconduct or want of caution.	10	1	13	24
Others—On track and trespassing	4	3	3	10
Total injured.....				42

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Thomas A. Scott.....	Philadelphia, Pa.
George B. Roberts	“ “
H. H. Houston	“ “
Thomas L. Jewett.....	“ “
Strickland Kneass.....	“ “
Robert Sherrard	New York City.
William Thaw	Pittsburgh, Pa.
J. N. McCullough.....	“ “
Geo. W. Adams.....	Dresden, Ohio.
Hugh J. Jewett	Columbus, Ohio.
David S. Gray.....	“ “
Alfred Gaither	Cincinnati, “
Thomas A. Scott, President	Philadelphia, Pa.
H. J. Jewett, first Vice President and General Manager	Columbus, Ohio.
William Thaw, Second Vice President.....	Pittsburgh, Pa.
J. N. McCullough, Third Vice President	“ “
Thomas D. Messler, Comptroller	“ “

John E. Davidson, Auditor	Pittsburgh, Pa.
M. C. Spencer, Treasurer	" "
W. H. Barnes, Secretary	" "
George Webb, General Superintendent	" "
D. W. Caldwell, General Superintendent	Columbus, Ohio.
J. D. Ellison, Superintendent	Cincinnati, "
M. J. Becker, Chief Engineer	Columbus, "
W. L. O'Brien, General Ticket Agent	" "
Wm. Stewart, General Freight Agent	Pittsburgh, Pa.
Wm. Mullins, Purchasing Agent	" "

State of Pennsylvania, County of Allegheny, ss :

Thos. D. Messler, Comptroller of the Pittsburgh, Cincinnati and St. Louis Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

THOS. D. MESSLER, *Comptroller.*

Subscribed and sworn to before me, this 5th day of September, A.D. 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY.

[ROAD OPERATED BY PENNSYLVANIA COMPANY.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Pittsburgh, Pa., to Chicago, Ill	468.30	
“ Homewood, Pa., to New Castle, Pa.	15	
“ Lawrence Junction, Pa., to Youngstown, Ohio.....	20	
		503.30
Double main track	57.10	
Constructed double gauge	None.	
Aggregate of sidings and other tracks	136.30	
		193.40
Total length of track laid with rail		696.70

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$22,214,285 71
Increase since June 30, 1873	1,600,000 00
Par value of shares	100 00
Amount paid in—common	19,714,285 71
special guaranteed	4,100,000 00
Total paid in and issued	\$23,814,285 71
Increase since June 30, 1873.....	\$1,600,000 00
Amount paid in per mile (468.30).....	50,852 63
Proportion for Ohio (251.90 miles)	12,809,777 49
Stockholders residents of Ohio, 109.	
Amount of stock held and owned by them June 30, 1874 ..	2,188,500 00
Location of transfer office or agency out of Ohio, Pittsburgh and New York.	
Number of shares transferred within the year at said offices, 3,492.	

DEBT.

First mortgage 7 per cent. bonds, due July 12, 1912	\$5,250,000 00
Second “ 7 “ “	5,160,000 00
Third “ 7 “ “	2,000,000 00
C. and P. R. R. bridge bonds, 7 per cent., due May 1, 1876 ..	27,500 00
P., Ft. W. and C. R’y construction bonds, 7 per cent., due January 1, 1887	100,000 00
Equipment bonds, 7 per cent., due March 1, 1884.....	1,000,000 00
Amount of funded debt.....	\$13,537,500 00
Decrease since June 30, 1873	\$30,500 00
Amount of floating debt not secured by mortgage.....	14,229 62

Decrease since June 30, 1873	\$3,000 00
Total debt, funded and floating	13,551,729 62
Decrease since June 30, 1873	33,500 00
Amount per mile (468.30)	28,938 14
Proportion for Ohio (251.90 miles).....	7,289,517 47
<hr/>	
Total paid-in stock and debt	\$37,366,015 33
Total amount per mile (468.30)	\$79,790 77
Total proportion for Ohio (251.90 miles)	20,099,294 96

ROAD, EQUIPMENT, ETC.

Cost of road, equipment, etc.....	\$28,924,464 38
Cost per mile (468.30).....	61,764 81
Proportion for Ohio (251.90 miles).....	15,552,555 63

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Single main track from Pittsburgh to Chicago.....	468.30	251.90
Double main track.....	57.10	1.10
Aggregate of sidings, etc.....	135.80	55
<hr/>		<hr/>
Total length laid with rail.....	661.20	308

Length in Ohio, distributed as follows:

Counties.	Main track.	Double track.	Sidings, etc.	Total.
Columbiana	23.734	.....	4.824	28.558
Mahoning	10.205	1.10	1.148	11.353
Stark	35.016	.....	13.670	49.786
Wayne	30.873	.....	5.502	36.375
Holmes	7.150	.....	1.092	8.242
Ashland	8.120	.....	2.062	10.182
Richland	24.149	.....	4.899	29.048
Crawford	20.653	.....	10.003	30.656
Van Wert	25.700	.....	2.100	27.800
Allen	24.800	.....	4.700	29.500
Hardin	19.800	.....	1.300	21.100
Wyandot	21.700	.....	3.700	25.400
Totals	251.90	1.10	55	308

RAILWAYS UNDER LEASE (EMBRACED IN THIS REPORT.)

	Length.	In Ohio.
Lawrence Railroad, main track.....	*20	*11
New Castle and Beaver Valley Railroad, main track.....	15	.....
Totals	35	11
Aggregate of sidings and other tracks .....	.80	.80
Totals	35.80	11.80

* Reported by Lawrence Railroad Company, 20.8, in Ohio, 12.7.

Steel rail in use, 39.578 miles.

Weight of rail per yard, on main track, 60 lbs. ; gauge of road, 57½ inches.

Road in Ohio all ballasted with gravel.

RAILROADS CROSSED AT GRADE IN OHIO.

Mahoning Div. Atlantic and Great Western Railroad, at Leetonia.

Cleveland and Pittsburgh Railroad, at Alliance.

Lake Shore and Tuscarawas Valley Railway, at Massillon.

Cleveland, Mt. Vernon and Delaware Railroad, at Orville.

Atlantic and Great Western Railroad, at Mansfield.

Lake Erie Div. of Baltimore and Ohio Railroad, at Mansfield.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Crestline.

Cincinnati, Sandusky and Cleveland Railroad, at Forest.

Dayton and Michigan Railroad, at Lima.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time tables arranged to secure running connections with above named roads?

Not in all cases.

Number of highways crossed at grade in Ohio, 564.

Miles of telegraph on line of road, 465.80.

Miles of telegraph owned by company, 465.80.

Number of telegraph offices in stations on line, 45.

Number of telegraph stations operated by company, 27.

Number operated jointly by railroad and telegraph company, 48

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges.

Wood.....	39	Aggregate length.....	3,259 feet.
Iron	28	“ “	2,256 “
Stone	13	“ “	327 “
			<hr/> 5,872 “

Eight iron bridges were built within the year ending June 30, location, etc., as follows:

Green Creek, Leetonia.....	I Beams	22 feet.
Henry street, Wooster.....	Riveted Plate.....	78 “
Beaver street, Wooster.....	Linville & Piper Truss	148.7 “
Cemetery street, Wooster.....	Riveted Plate Truss.....	72.9 “
Kilbuck Creek, No. 36.....	Linville & Piper Truss	106.6 “
Lake Fork, No. 42.....	Triangular Truss.....	168 “
Tymochtee River, No. 76.....	Riveted Plate Truss.....	129 “
Sandusky River, No. 69.....	Linville & Piper Truss	222.4 “

Greatest age of bridges, wood, 12 years; iron, 12 years.

Number of trestles, 7; aggregate length, 257 feet.

Stations, etc.

Passenger, 20; freight, 4; combined, 31; total, 55.

Water, 27; fuel, 2; total, 29.

Engine houses, 7; value, \$60,500.

Shops for construction and repairs, 4; value, \$41,000.

Fencing.

Miles of fencing on the road in Ohio, 453; total cost, \$200,928.

Miles rebuilt within the year ending June 30, 1874, 7.631; cost per rod, \$1.17.

The road is all fenced except through cities.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	278	*40 tons.	*\$3,000 00
Express and baggage cars	55	15 "	1,200 00
Passenger cars	131	24 "	2,500 00
Drawing-room and sleeping cars.....	26	17 "	15,000 00
Freight cars	5,155	10 "	500 00
Other cars	116	10 "	700 00

NOT OWNED BY COMPANY (INCLUDED ABOVE).

Locomotives, 5; owned by Pennsylvania Company.

Drawing-room and sleeping cars, 26; owned by Pullman Palace Car Company.

Average number of cars, including baggage cars, in passenger trains, 7.

" " " in freight trains, 20.

Brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars: An adjustable board.

Method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Drupp's patent safety stove.

Means of lighting same: Lard oil lamps and candles.

Total number of persons employed in operating the road, entire line, 6,185; proportion for Ohio, 2,120.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, not limited; average rate, including stops, 27 miles.

Mail and accommodation—highest rate allowed, not limited; average rate, including stops, 21 miles

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 11 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (8 miles)	4 cts.	4 cts.
" more than 8 and less than 30 miles.....	3.50 "	3 "
" more than 30 and less than 100 miles.....	3 "	3 "
" the whole length of the main road in Ohio.....	3 "	3 "
" through passengers.....	2 "	†.50 "

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on your road:

No charges made by this railway. These cars are run by the Pullman Palace Car Company, and they make their own charges For berth, \$2.50; section \$5.00; state room, \$5.00.

* Including tenders.

† Emigrant.

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (1 to 5 miles).....	34 cts.	25 cts.
" more than 5 and less than 30 miles.....	5 "	3.50 "
" more than 30 and less than 100 miles.....	5 "	3 "
" the whole length of the main road.....	4 "	2 "
" through freight	1.50 "	1 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Adams Express Company, \$457.50 per day.

What freight, transportation and other special lines run on your road?

Union Line, owned by the Pennsylvania Company, operating this road.

Pittsburgh and Western Company.

State terms as to rates, use of track, machinery, repair of cars, etc., with each.

The Union Line are to establish and maintain, at their own expense, independent and efficient agencies in the principal cities of the east and west, and generally to co-operate with the officers of the company to establish the line in public favor; furnish their own cars and keep them in repair, subject to the approval of the car inspector of the Railway Company; pay all expenses, including loss and damage of freight, connected with the shipment and delivery of freight, and pay to the Railway Company certain specific rates, which rates are based upon an average of prevailing rates charged by the Railway Company for similar freight. The Railway Company to pay to the Union Line three mills per ton per mile for the use of their cars, and have a general supervision of the rates and business.

The Pittsburgh and Western Company are to establish their own rates, which shall not be less than for similar traffic charged by the Pittsburgh, Fort Wayne and Chicago Railway Company. They furnish their own cars, which are hauled by trains of this Railway, and pay to the Pittsburgh, Fort Wayne and Chicago Railway one and one-half cents per ton per mile, and one-half the difference between this and the gross earnings of the cars. The Pittsburgh and Western Company receives no mileage for its cars, but as an equivalent the Pittsburgh, Fort Wayne and Chicago Railway Company make all repairs and renewals to such cars.

Name and post-office address of the principal agent or officer of each line in Ohio.

Union Line, D. S. Gray, Columbus.

Pittsburgh and Western Company, none in Ohio.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

[Length in miles and decimals.]

Re-rolled iron.....	67.296	
Steel rail—weight 60 lbs. per yard	51.818	
		119.114

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	1,755,011	
" freight trains	5,639,359	
" mixed, construction and other trains	346,559	
		7,740,969

Cars.

Passenger	5,631,213	
Express and baggage	2,702,616	
Freight	56,134,672	
Caboose	4,118,063	
Empty cars	17,519,311	
	<hr/>	86,105,905

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries—in Ohio, to passengers, fatal and non-fatal	\$1,000 00
“ “ “ to employes, “ “	400 00
“ loss and damage of goods and baggage—entire line	79,405 18
“ animals killed in Ohio— 8 horses	\$542 50
“ “ 55 cattle	1,342 50
“ “ 21 hogs	87 00
	<hr/>
	\$1,972 00
Amount claimed, unsettled and in litigation for injuries in Ohio to persons.	Nothing.

FUEL CONSUMED.

Wood, 52,107 cords; cost, \$154,973.39. coal, 214,227 tons; cost, \$569,194.57.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	2,207,823
Average number carried in each car per trip	30
Total mileage, or number carried one mile	90,969,354
Average number of miles traveled by each	41.20
“ amount received for each	\$1 07.88
“ “ per mile received for each	02.62

Freight.

Tons carried—Through	913,443
Local	1,587,008
	<hr/>
	2,500,451
Average tons in each loaded car per trip	5
Total movement, or tons carried one mile	487,512,166
Average amount received for each ton	\$0 2.67
“ “ per mile received for each	0.21

TONNAGE—CLASSIFIED.

	Tons.
Coal and coke	466,637
Stone, lime, sand, etc	148,389
Petroleum	10,261
Ores	52,974
Pig and bloom iron	171,886
Railroad iron (iron and steel rails)	23,773
Other iron and castings	99,571
Lumber and other forest products	178,534
Live stock	312,959
Grain	174,529

	Tons.
Other agricultural products	44,793
Flour	99,954
Provisions (beef, pork, lard, etc.)	114,036
Manufactures, including agricultural implements.	184,011
Merchandise	179,081
Miscellaneous	63,518
	<hr/> 2,324,906
Supplies for company's use carried free	175,545
Total	<hr/> 2,500,451

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through	\$948,860 78	
Local	1,433,024 02	
	<hr/>	\$2,381,884 80
From freight transportation—Through	\$3,660,040 80	
Local	2,557,080 19	
	<hr/>	6,217,120 99
From mail		140,850 00
“ express		149,301 00
“ all other sources of income, including rents, etc		125,645 61
		<hr/>
Total earnings		\$9,014,802 40

OPERATING EXPENSES.

Maintenance of way and structures	\$1,532,620 00	
“ of cars	655,910 59	
Motive power	1,518,424 74	
Conducting transportation	1,658,453 76	
General expenses—		
Taxes—Ohio	\$90,318 99	
“ Pennsylvania	40,681 72	
“ Indiana	33,779 75	
“ Illinois	22,716 82	
Other general expenses	59,252 61	
	<hr/>	\$246,749 89
		<hr/>
Total operating expenses, being 62.25 per cent. of earnings		\$5,612,158 98
Net earnings		<hr/> \$3,402,643 42

AMOUNTS PER MILE (503.30) OPERATED.

Earnings	\$17,911 39	Proportion for Ohio (262.90 miles)	\$4,708,904 43
Operating expenses	11,150 72	“ “	2,931,524 29
Net earnings	6,760 67	“ “	1,777,380 14

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From issues of guaranteed special stock..... \$1,600,000 00

PAYMENTS.

Interest on bonds.....	\$979,700 00
Dividends, rate 7 per cent. on guaranteed special stock.....	243,740 00
Dividends, rate 7 per cent. on common stock	1,350,000 00
Bonds of the company canceled	30,500 00
Floating debt liquidated.....	3,000 00
Applied to sinking fund	104,100 00
Lease of Lawrence Railroad.....	\$72,417 17
Newcastle and Beaver Valley Railroad.....	139,814 40
	<hr/> 212,231 57
Construction of new work.....	1,012,532 82
Additional equipment	694,880 14
Additional real estate.....	49,521 80
	<hr/> \$4,710,206 33
Total.....	

GENERAL BALANCE SHEET, JULY 1, 1874.

The books of the Pittsburgh, Ft. Wayne and Chicago Railway Company have not been written up, and therefore it is impracticable to make this statement. A balance sheet from the books of the company as they now stand, would show a false state of affairs.

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 5, 1873. J. Hill, laborer, intoxicated, and sitting on track half mile west of Struthers; struck by engine and slightly injured in back.

July 5, 1873. Unknown man, sitting on track near Upper Sandusky, struck by engine and slightly injured.

July 9, 1873. D. R. Struter, and Mrs. S. Brainard and child, Youngstown; horse ran away with buggy containing parties, throwing them against and under train in motion; Mr. Struter and child injured, and Mrs. Brainard killed. No inquest.

July 14, 1873. Wm. Kerr, brakeman, struck by shifted cars on siding at Salem, and head cut.

July 15, 1873. Harriet C. Rinebolt, child, killed in attempt to cross track in front of express train at Lafayette. Inquest held, and company exonerated from blame.

July 18, 1873. J. English, brakeman, hand hurt coupling cars at Canton.

July 25, 1873. J. Slaybaugh, brakeman, at Canton, injured in coupling cars; hand hurt.

July 29, 1873. H. Finch, brakeman, Mansfield, injured finger; cut off unconpling cars.

August 17, 1873. F. McCullough, brakeman, at Upper Sandusky, badly injured hand and wrist coupling cars.

August 18, 1873. George Grim, brakeman, Alliance, injured arm coupling cars; want of caution.

August 18, 1873. E. Hess, brakeman, Orville, injured coupling cars; hand amputated; want of caution.

August 20, 1873. T. Heisler, passenger, Louisville, jumped off train; badly cut and bruised; his own fault.

August 30, 1873. M. Brennan, Orville, lying on track drunk, and killed. Inquest held; verdict, "accidental death."

September 3, 1873. G. Watters, Mansfield, drunk, run over by freight train and killed. Inquest held, and company exonerated from blame.

September 4, 1873. A. Curtis, Crestline, threw himself under train in motion and was killed. Inquest held, and company exonerated from blame.

September 16, 1873. Ella Riddle, passenger, Youngstown, foot caught in platform, and leg broken; not her fault.

September 26, 1873. O. McGirr, Massillon, caught between cars, and ribs slightly injured; his own fault.

September 29, 1873. C. Bonghman, not connected with road, found dead on track in morning, at Washington; body badly mutilated; seen drunk previous evening. No inquest; remains sent to family.

October 1, 1873. F. Minion, laborer on gravel train, between Londonville and Perrysville, killed instantly by falling rock. No inquest.

October 2, 1873. R. T. Trunky, brakeman, Louisville, lost three fingers cutting cars; want of caution.

October 8, 1873. F. Rhine, brakeman, Wooster, injured while coupling cars; back and shoulders bruised; cause beyond his control.

October 9, 1873. H. Sproat, freight conductor, Canton, killed while coupling cars on curve; head was caught between sills. Inquest; verdict, "death by accident," and no blame attached to the company.

October 16, 1873. S. B. Fox, brakeman, Wooster, killed by falling from train. Verdict of inquest, "death by accident."

October 24, 1873. C. H. Lymars, brakeman, Upper Sandusky, hand hurt coupling cars; want of caution.

October 25, 1873. P. Shingledecker, brakeman, Youngstown, wrist broken coupling cars; want of caution.

October 25, 1873. T. Cahnelaw, brakeman, Orville, hand lost coupling cars; want of caution.

October 25, 1873. R. T. Trunkey, brakeman, Louisville, hand hurt coupling cars; not his fault.

November 5, 1873. J. White, brakeman, Orville, arm hurt coupling cars; want of caution.

November 14, 1873. F. Shocker, engineer, 140-mile siding, badly bruised by collision; partly his fault.

November 22, 1873. G. Alliger, freight conductor, Ada, fatally injured; both legs cut off in attempt to get on freight train in motion; died. Inquest held, and company exonerated from blame.

November 26, 1873. James Brown, Lawrence, attempted to get on caboose; foot and head bruised; his own fault.

December 7, 1873. S. Firestone, brakeman, Massillon, killed in coupling; caught between engine and car. Inquest held, and verdict, "death by accident," and no blame attached to company.

December 7, 1873. F. Grogeon, not connected with road, Convoy, walking on track, struck by express engine; head cut and arm broken; his own fault.

December 13, 1873. F. McGary, brakeman, Lawrence, fell from train; arm broken; want of caution.

December 20, 1873. H. McNeelan, Massillon, killed while walking on track; struck by engine; was hard of hearing. Inquest held, and company exonerated from blame.

December 24, 1873. A. Bears, Wooster, injured by being caught between car and water pipe; his own fault.

January 17, 1874. G. C. Foster, brakeman, Mansfield, coupling cars; three fingers cut off; want of caution.

January 24, 1874. J. H. Woodworth, express messenger, 167 mile-post, left arm and two ribs broken by express car jumping track.

February 6, 1874. J. E. Cheney, brakeman, Leetonia, jumped from train; slightly injured; his own fault.

February 9, 1874. D. Mack, boy, Crestline, killed; was caught between two cabooses while a train was making up. Inquest held, and company exonerated from blame.

February 20, 1874. S. Douglass, brakeman, Londonville; fell from engine and hurt slightly. Want of caution.

February 23, 1874. A. Collins, brakeman, Mansfield; hand hurt opening car door. Want of caution.

February 24, 1874. T. Simonton, brakeman, Lafayette; coupling cars; three fingers broken. Want of caution.

February 24, 1874. D. Fairfield, boy, ten years old, Middlepoint; fatally injured; playing on track, foot run over; died March 2. No inquest.

April 2, 1874. E. Marshall, Alliance; standing on track, and struck by shifted car, which ran over one leg.

May 1, 1874. M. Masters, passenger, Lake Shore and Tuscarawas Valley crossing; jumped off train, and struck head on rail; injuries not serious. His own fault.

May 18, 1874. E. Beasley, engineer, Wooster; badly bruised by engine being thrown from track by an iron bar. Not his own fault.

May 25, 1874. F. Thompson, fireman, Lawrence; fell off engine and bruised. Want of caution.

May 27, 1874. George Taylor, Shreve; injured; attempted to get on moving train and fell under it; leg badly hurt. His own fault.

June 1, 1874. Mary Lane, Alliance; killed; was intoxicated and run over by freight train. Inquest held, and company exonerated from blame.

June 10, 1874. John Connelly, Massillon; killed; attempted to jump on moving train and was run over. Inquest held, and company exonerated.

June 10, 1874. F. Fisher, brakeman, Mansfield; hand bruised coupling cars. Want of caution.

June 11, 1874. G. W. Cole, brakeman, Middlepoint; killed; caught foot on rail, and was thrown under train. No inquest.

June 17, 1874. G. W. Rosenberry, conductor in yard, Alliance; hand hurt coupling cars. Want of caution.

June 30, 1874. W. Dice, conductor in yard, Youngstown; attempted to get on moving train; left shoulder disjointed, and right arm amputated. His own fault.

RECAPITULATION.

Killed—Employees—From misconduct or want of caution	6
Others—On track and trespassing	11
Total	17
Injured—Passengers—From causes beyond their control	1
“ misconduct or want of caution	2
Employees—From causes beyond their control	3
“ misconduct or want of caution	24
Others—On track and trespassing	10
Total	40

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
G. W. Cass	New York City.
J. F. D. Lanier	“
Lonis H. Meyer	“
Samuel J. Tilden	“
Pliny Hoagland	Ft. Wayne, Ind.
Jesse L. Williams	“
John Sherman	Mansfield, Ohio.
R. R. Springer	Cincinnati, “
Kent Jarvis	Massillou, “
W. B. Ogden	Chicago, Ill.
Springer Harbaugh	Pittsburgh, Pa.
J. Edgar Thompson (deceased)	Philadelphia, Pa.
Thomas A. Scott	“ “
G. W. Cass, President	New York City.
F. M. Hutchinson, Secretary	Pittsburgh, Pa.

OFFICERS OF PENNSYLVANIA COMPANY IN CHARGE.

Thomas A. Scott	President.
J. N. McCullough	First Vice-President.
William Thaw	Second “
J. N. McCullough	General Manager.
Thomas D. Messler	Comptroller.
J. P. Farley	Auditor.
W. H. Barnes	Treasurer and Secretary.
J. P. Henderson	Cashier.
Felician Slataper	Chief Engineer.
F. R. Myers	General Ticket Agent.
William Stewart	General Freight Agent.
William Mullins	Purchasing Agent.

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, Comptroller of the Pennsylvania Company, operating the Pittsburgh, Ft. Wayne and Chicago Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

THOS. D. MESELER, *Comptroller.*

Subscribed and sworn to before me, this 5th day of September, A.D. 1874.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

ROCKY RIVER RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

ENTIRE LINE OPERATED.

[Length in miles and decimals.]

From Cleveland to Rocky River.....	5.53
Aggregate of sidings and other tracks .....	.36
Total length of track laid with rail	5.89

STOCK AND DEBT.

CAPITAL STOCK

Amount authorized.....	\$80,000 00	
Amount subscribed.....	75,862 75	
Par value of shares.....	50 00	
Amount paid in and issued—common		\$75,862 75
Amount paid in per mile (5.53).....	\$13,718 40	
Stockholders residents of Ohio, 33.	—	
Amount of stock held and owned by them June 30, 1874...	75,862 75	

DEBT.

1st mortgage 7 per cent. bonds, dne October 1, 1878.....		\$30,000 00
Amount of floating debt, not secured by mortgage		2,000 00
Decrease since June 30, 1873	\$4,450 00	
Total debt, funded and floating	32,000 00	
Decrease since June 30, 1873	4,450 00	
Amount per mile (5.53)	5,786 62	
Total of paid-in stock and debt		\$107,862 75
Total amount per mile (5.53).....	\$19,505 02	

COST OF ROAD, EQUIPMENT, Etc.

Right of way	\$3,587 90	
Construction	88,170 38	
Equipment.....	20,187 87	
Other items of cost not included in above	14,282 00	
Total		\$126,228 15
Cost per mile (5.53).....	\$22,826 67	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

	Miles.
Single main track from Cleveland to Rocky River	5.53
Aggregate of sidings, etc. ....	.36
Total length laid with rail	5.89

All within the county of Cuyahoga.

Weight of rail per yard on main track, 30 pounds; gauge of road, 56 inches.

Road all ballasted with sand and gravel.

Number of highways crossed at grade (including new streets recently opened), 8.

STATIONS, ETC.

Passenger, 2; water, 1; fuel, 2; total, 5.

Engine-houses, 1.

FENCING.

Miles of fencing (made by company), about 2.75; total cost, \$1,099.47.

Miles unfenced (both sides), 5.50.

State reasons why not completed: Not required by owners of land adjoining.

EQUIPMENT.

	Number.	Average Weight.	Average Cost.
Locomotives	2	[14,000 lbs.]	\$5,000 00
Passenger cars	6	[18,000 "]	1,600 00
Other cars	3	.....	195 96

Method of heating cars: By coal stoves.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 7.

SPEED OF TRAINS PER HOUR.

Highest rate allowed, 20 miles; average rate, including stops, 12 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	5 cents.	4 cents.
For the whole length of the road	3.61 "	2.80 "

(Berry-pickers are carried for 5 cents whole distance, or any part of the way.)

MILEAGE.

Locomotives hauling passenger trains	35,090
Passenger cars	52,635

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For wagon damaged	\$17 00
" animals killed—1 calf	\$10 00
1 hog	2 50
	<hr/>
	12 50

FUEL CONSUMED.

Coal, 241 tons; cost, \$1,136.04.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes.....	162,600
Average number carried in each car per trip.....	34
Total mileage, or number carried one mile.....	813,000
Average number of miles traveled by each.....	5
“ amount received for each.....	10 cts.
“ “ per mile received for each.....	02 “

EARNINGS, OPERATING EXPENSES, Etc, FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation.....	\$16,260 74
“ all other sources of income including rents.....	118 91
Total earnings.....	\$16,379 65

OPERATING EXPENSES.

Maintenance of way and structures.....	\$1,979 84
Maintenance of cars.....	1,469 30
Motive power.....	3,717 41
Conducting transportation.....	2,084 35
General expenses—	
Taxes.....	\$233 95
Other general expenses.....	1,163 89
	1,397 84
Total operating expenses, being 65.01 per cent. of earnings.....	\$10,648 74
Net earnings.....	\$5,730 91

AMOUNTS PER MILE (5.53) OPERATED.

Earnings.....	\$2,961 96
Operating expenses.....	1,925 63
Net earnings.....	1,036 33

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of real estate.....	\$800 00
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PAYMENTS.

Interest on bonds.....	\$2,100 00
“ floating debt.....	124 12
Floating debt liquidated.....	4,450 00
Construction of new work.....	259 85
Total.....	\$6,933 97

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.		
Capital stock	\$75,862 75	
Bonds	30,000 00	
Floating debt.....	2,000 00	
Profit and loss	20,477 50	
		\$128,340 25
ASSETS.		
Construction	\$126,223 15	
Personal accounts.....	21 88	
Land contract	550 00	
Cash	1,540 22	
		\$128,340 25

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.	
Hiram Barrett	Cleveland, Ohio	
D. P. Rhodes.....	"	"
Elias Sims	"	"
J. H. Sargent	"	"
P. G. Watmough	"	"
Henry Lower.....	"	"
Geo. F. Marshall.....	"	"
Hiram Barrett, President and Treasurer.....	"	"
Charles Pease, Secretary.....	"	"
Geo. G. Mulhern, Superintendent.....	"	"

State of Ohio, County of Cuyahoga, ss :

Hiram Barrett, President of the Rocky River Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

HIRAM BARRETT, *President.*

Subscribed and sworn to before me, this 11th day of August, A.D. 1874.

[SEAL.]

F. R. MERCHANT, *Notary Public.*

SANDUSKY, MANSFIELD AND NEWARK RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY BALTIMORE AND OHIO R. R. CO.]

As to increase in cost of road—\$126,959.07—(over amount reported last year), the present organization is made up of the Huron and Oxford, Mansfield and Sandusky City, and Columbus and Lake Erie Railroad Companies. At the compromise and adjustment of creditors with the consolidated road the holders of stock in the several companies named above were entitled to come into and receive stock in the consolidated company, viz., Sandusky, Mansfield and Newark Railroad Company, and in 1856 the Sandusky, Mansfield and Newark Railroad Company *reorganized*, in several proportions, as set forth at the time.

The stock was considered of little or no value, and the holders naturally indifferent as to the conversion. Within the past two or three years it has gradually appreciated, and consequently more disposition to convert the old certificates into stock of reorganized company. From the conversion of old stock and bonds of old companies named the increase of stock was derived that appears in this report as compared with that of 1873.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized under agreement for reorganization, etc., July, 1856	\$1,110,000 00	
Par value of shares.....	50 00	
Amount paid in—common		\$1,037,553 00
Increase since June 30, 1873	\$99,553 00	
Amount per mile (116.25)	8,925 18	
Stockholders residents of Ohio: No record of number.		

DEBT.

Consolidated 1st mortgage 7 per cent. bonds, due July, 1900.	\$2,301,000 00	
Funded bonds	5,500 00	
Amount of funded debt		\$2,306,500 00
Decrease since June 30, 1873	\$3,243 93	
Amount per mile (116.25)	19,840 86	
Total of paid-in stock and debt		\$3,344,053 00
Total amount per mile (116.25).....	\$28,766 04	

COST OF ROAD, EQUIPMENT, Etc.

No record of separate items; total	\$3,368,619 81	
Cost per mile (116.25)	\$28,977 37	
Value of real estate owned by company, exclusive of road- way	85,800 00	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Sandusky to Newark	116.25
Aggregate of sidings, etc	17.09
Total length laid with rail.....	133.34

All in Ohio, and distributed as follows :

County.	Main Track.	Sidings, etc.	Total.
Erie	11.80	4	15.80
Huron	22.75	1.62	24.37
Richland	43.95	6.94	50.89
Knox	23.45	1.67	25.12
Licking	14.30	2.86	17.16
Totals	116.25	17.09	133.34

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Lessee for rent of road	\$174,350 00
Interest on investments	2,550 00
All other sources of income for the year	30,464 66
Total	\$207,364 66

EXPENDITURES.

Interest on bonds	\$162,070 00
Bonds of the company canceled	3,243 93
Debt liquidated, being suit at law of long standing	30,650 00
Additional real estate	500 00
Expense of organization	10,097 18
Total	\$206,561 11

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$1,037,553 00
Consolidated bonds	2,301,000 00
Funded bonds	5,500 00
Coupons unpaid	5,781 00
Profit and loss	69,216 30
	<hr/>
	\$3,419,050 30

ASSETS.

Railway and property	\$3,368,619 81
Due from corporations	40,000 00
Cash on hand	7,444 37
Expense account	2,986 12
	<hr/>
	\$3,419,050 30

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
A. H. Moss	Sandusky, Ohio.
E. B. Sadler	" "
W. G. Lane	" "
J. O. Moss	" "
Jno. Gardiner	Norwalk, "
L. J. Tracy	Mansfield, "
H. B. Curtis	Mt. Vernon, "
W. C. Quincy	Columbus, "
C. H. Kibler	Newark, "
John Gardiner, President	Norwalk, Ohio.
J. O. Moss, Treasurer	Sandusky, "
L. J. Tracy, Secretary	Mansfield, "
W. C. Quincy, General Superintendent	Columbus, "

State of Ohio, County of Erie, ss:

J. O. Moss, Treasurer of the Sandusky, Mansfield and Newark Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

J. O. Moss, *Treasurer*.

Subscribed and sworn to before me, this 7th day of July, A.D. 1874.

[SEAL.]

FREDERICK W. COGSWELL, *Notary Public*.REPORT OF LESSEE OF LAKE ERIE DIVISION BALTIMORE
AND OHIO RAILROAD.

OPERATED UNDER LEASE—(EMBRACED IN THIS REPORT).

Sandusky, Mansfield and Newark Railroad, single main track	116.25 miles.
Aggregate of sidings and other tracks	17.09 "
Total	133.34 "

Weight of rail per yard on main track, 60-64 lbs.; gauge of road, 57½ inches.

Road all ballasted, 112.25 miles with gravel, 4 with stone; 4.50 miles ballasted since June 30, 1873, with gravel.

RAILROADS CROSSED AT GRADE.

Central Ohio Railroad, at Newark.

Cleveland, Mt. Vernon and Delaware Railroad, at Mt. Vernon.

Atlantic and Great Western Railroad, at Mansfield.

Pittsburgh, Fort Wayne and Chicago Railway, at Mansfield.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Shelby Junction.

Lake Shore and Michigan Southern Railway, at Monroeville.

“ “ “ “ 1½ miles south of Sandusky.

“ “ “ “ at Sandusky.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with above-named roads?

As far as practicable.

Number of highways crossed at grade, 149.

Miles of telegraph on line of road owned by Western Union Telegraph Company, 116.

Number of telegraph offices in stations on line, 14.

“ “ “ stations operated by company, 11.

“ operated jointly by Railroad and Telegraph Company, 3.

BRIDGES.

Wood, 20; aggregate length, 2,299 feet. Iron, 1; length, 86 feet. Total, 2,385 feet.

Greatest age, wood, 17 years; iron, 3 years.

Number of trestles, 54; aggregate length, 2,000 feet; greatest age, 8 years.

STATIONS, ETC.

Passenger, 3; freight and passenger combined, 21; total, 24.

Water, 11; fuel, 3; total, 14.

Engine-houses, 2.

Shops for construction and repairs, 2.

FENCING.

Miles of fencing on the road, 224; cost, \$1.40 per rod.

“ built within the year ending June 30, 1874, 4; rebuilt, 20; total, 24.

“ unfenced, both sides, 8.

Reasons why not completed: All the balance has to be built by land-owners.

EQUIPMENT.

Locomotives.....	23	Average weight, including tenders	93,000 lbs.
Express mail and baggage cars,	9	“ “	24,000 “
Passenger cars.....	10	“ “	24,000 “
Freight cars.....	212	“ “	18,000 “
Other cars.....	24	“ “	18,000 “

Brake in use on passenger cars: Loughbridge air brake.

Method of bridging between passenger cars: Movable bridge or platform.

“ of heating passenger cars run on your road: By air-tight wood stoves. No sleeping or drawing-room cars run.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 795.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 35 to 40 miles; average rate, including stops, 27 miles.

Mail and accommodation—highest rate allowed, 30 to 35 miles; average rate, including stops, 24 miles.

Freight trains—highest rate allowed, 15 miles; average rate, including stops, 10 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (2.50 miles) no charge less than 20 cents	8 cents.	8 cents.
“ more than 8 and less than 30 miles	3 “	3 “
“ more than 30 and less than 100 miles	3 “	3 “
“ the whole length of the main road	3 “	3 “
“ through passengers	3 “	2.50 “
Is there an addition to ticket rates if fare is paid on trains ?	Yes.	

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (2 miles)	100 cents.	20 cents.
“ more than 5 and less than 30 miles	12.50 “	5.50 “
“ more than 30 and less than 100 miles	9 “	3.60 “
“ the whole length of the main road	9 “	3.60 “
“ through freight	3.80 “	.50 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

United States Express Company, \$50 per day, and 25 cents per 100 lbs. for all weight in excess of 6,000 lbs.

No freight or transportation companies run on this road. The company own and control their own fast freight lines.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

[Length in miles and decimals.]

New iron rail, weight 64 lbs. per yard	25.68	
Re-rolled iron, 60 lbs. per yard	6.24	
Spliced and mended iron	9.77	
		41.69

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	150,100	
“ freight trains	666,941	
“ construction and other trains	153,871	
		970,912

Cars.

Passenger	457,072	
Express and baggage	198,081	
Freight	6,998,756	
Caboose	629,813	
In construction and other trains	722,950	
Empty cars	1,480,470	
		10,487,142

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$9,834 91
“ “ to employes “ “ “	596 50
“ loss and damage of goods and baggage	18,520 07
“ animals killed (No. not given), Cattle	\$90 00
Sheep	80 00
Hogs	250 00
	<hr/>
	\$420 00

FUEL CONSUMED.

Wood, 1,160 cords; cost, \$3,480.00; coal, 31,135 tons; cost, \$43,589 00.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	179,279
Average number carried in each car per trip	11
Total mileage, or number carried one mile	5,044,229
Average number of miles traveled by each	28.13
“ amount received for each	\$0 84.11
“ “ per mile received for each	02.99

Freight.

Tons carried	466,410
Average tons in each loaded car per trip	7.50
“ “ car per trip	5.75
Total movement, or tons carried one mile	40,851,764
Average amount received for each ton	\$1 15.52
“ “ per mile received for each	01.32

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	165,474	35.48
Stone, lime, sand, etc.	6,016	1.30
Ores	27,535	5.90
Pig and bloom iron	1,241	.27
Railroad iron (iron and steel rails)	751	.14
Nails	27,374	5.87
Lumber and other forest products	51,555	11.05
Live stock	2,620	.56
Grain	61,042	13.09
Flour	9,234	1.98
Provisions (beef, pork, lard. etc)	11,024	2.36
Miscellaneous	102,544	22
Total	<hr/> 466,410	<hr/> 100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$150,797 10
“ freight transportation	538,810 14
“ mail	11,600 01
“ express	15,932 51
“ all other sources of income, including rents, etc.	61 50
Total earnings	<hr/> \$717,251 26

OPERATING EXPENSES.

Maintenance of way and structures	\$246,107 92	
“ cars	68,890 41	
Motive power.....	118,350 27	
Conducting transportation	201,365 89	
General expenses—		
Taxes	\$12,075 78	
Other general expenses.....	21,666 72	
	<u>33,742 50</u>	
Total operating expenses, being 93.61 per cent. of earnings		\$671,456 99
Net earnings... ..		<u>\$45,794 27</u>

AMOUNT PER MILE (116.25) OPERATED.

Earnings.....	\$6,169 90
Operating expenses.....	5,775 97
Net earnings	393 93

PAYMENTS, ETC., IN ADDITION TO OPERATING EXPENSES.

Annual rental	\$174,350 00
Less net earnings	45,794 27
Actual deficit to lessee.....	<u>\$128,555 73</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 14, 1873. Ezekiel Sperry and Carrie Sperry, his wife, attempted to drive over track in front of train one mile south of Hunt's Station; engine struck carriage, killing Mrs. Sperry instantly, and fatally injuring Mr. Sperry. Verdict of inquest held over Mrs. Sperry: “We find that the deceased came to her death by being struck with an engine of an approaching train while attempting to cross the track about five miles north of Utica, at Wallace's Crossing, in company with her husband. No blame attached to railroad company.” Jno. Albaugh, Coroner, Utica, Licking county. Ezekiel Sperry died August 1st following; no inquest.

September 22, 1873. Joseph Cowell, slightly injured north of Monroeville Station; drove his team on track as train was approaching; horse became frightened, and stopped; engine struck wagon.

October 22, 1873. John Oram, freight brakeman, killed, one mile south of Sandusky; overbalanced while setting a brake; fell between the cars and was run over by train. Died about six hours after accident occurred; want of caution on his part. Verdict of inquest: “We find that John Oram came to his death by accidentally falling from freight train No. 22 of the Baltimore and Ohio Railroad, being run over by said train at the crossing of L. S. and M. S. Railway, in the city of Sandusky.” Fred. Scheffler, Coroner, Erie county.

December 8, 1873. Albert Parkinson, a lad 12 years old, trespasser, injured in Newark yard; was playing on cars, and fell between them while yard engine was working; had right foot crushed; amputation performed at ankle joint.

December 16, 1873. Charles Newton, freight brakeman, injured at Plymouth; coupling cars, caught hand between drawheads; lost one finger; want of caution.

January 3, 1874. Mrs. Locke, trespasser, fatally injured at Monroeville; walking on track, ran ahead of engine to get over cattle-guard, and was struck before train could be stopped; one leg broken and one arm cut off; died several days after. No inquest.

February 13, 1874. James Kenrick, freight brakeman, injured at Alta, coupling cars; caught left hand between drawheads; two fingers and thumb crushed; amputated; his own fault.

May 15, 1874. Wm. Austin, aged 16, a trespasser, at Louisville, injured; was stealing a ride on freight cars; jumped off train before coming to a full stop, and broke his right arm.

June 11, 1874. Geo. W. Wortman, freight conductor, near Plymouth, injured. A stone fell from the car he was on, throwing car from track; he was thrown, breaking his right leg; cause beyond his control.

June 25, 1874. Thomas Bates, yard switchman, Newark yard, injured; fell from cars; one wheel passing over right leg; amputated; want of caution.

June 26, 1874. W. W. Flesher, employe (laborer), near Prout's Station, fatally injured. Was distributing telegraph poles while train was in motion; struck by a pole in the act of throwing it off, and knocked off car, falling between them; one pair of trucks passed over him, crushing both legs; cause beyond his control. Verdict of inquest: "Came to his death by being accidentally run over by cars while attending to his duties." Fred. Scheffer, Coroner, Erie county.

RECAPITULATION.

Killed—Employees—From causes beyond their control.....	1
" misconduct or want of caution.....	1
Others—On track and trespassing.....	3
<hr/>	
Total killed.....	5
Injured—Employees—From causes beyond their control.....	1
" misconduct or want of caution.....	3
Others—On track and trespassing.....	3
<hr/>	
Total injured.....	7

NAME AND POST-OFFICE ADDRESS OF OFFICERS OF LESSEE.

John W. Garrett, President.....	Baltimore, Md.
John King, Jr., Vice-President	" "
Wm. T. Thelin, Auditor	" "
W. H. Ijams, Treasurer.....	" "
Wm. Wing, Cashier	Columbus, Ohio.
W. C. Quincy, General Superintendent	" "
A. D. Smith, Assistant Auditor.....	" "
John C. Davis, Master Mechanic	Baltimore, Md.
James L. Randolph, Chief Engineer	" "
L. M. Cole, General Ticket Agent	" "
N. Guilford, General Freight Agent	" "
Benj. Williams, Purchasing Agent.....	" "

State of Ohio, County of Franklin, ss :

W. C. Quincy, General Superintendent of the Lake Erie Division of the Baltimore and Ohio Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Division from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

[Signed]

W. C. QUINCY, *Genl. Supt.*

Subscribed and sworn to before me, this 16th day of November, A.D. 1874.

[SEAL.]

W. P. LOOFBOURROW, *Notary Public.*

TOLEDO, CANADA SOUTHERN AND DETROIT RAILWAY COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION.]

STOCK AND DEBT.

CAPITAL STOCK.		
Amount authorized	\$2,000,000	00
Amount subscribed.....	1,650,000	00
Par value of shares	100	00
Amount paid in—common.....		\$1,650,000 00
Increase since June 30, 1873	*\$50,000	00
Amount paid in per mile (58)	28,448	28
Proportion for Ohio (7 miles).....	199,137	96
Stockholders residents of Ohio, 8.		
Amount of stock held and owned by them June 30, 1874....	118,100	00
Location of transfer office or agency out of Ohio: New York.		
Number of shares transferred within the year at such office, 6,278.		

DEBT.

Funded debt, \$1,500,000; 1st mortgage 7 per cent. bonds, due January, 1906, issued		\$1,350,000 00
Increase since June 30, 1873	*\$495,000	00
Amount per mile (58)	23,275	86
Proportion for Ohio (7 miles)	162,931	02
Total of paid-in stock and debt		\$3,000,000 00
Total amount per mile (58)	\$51,724	14
Total proportion for Ohio (7 miles).....	362,068	98

COST OF ROAD, Etc.

The road is not yet finished; is being built under a contract, the contractors furnishing all the material and labor. There has been paid to the contractors, on account, \$3,000,000.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Single main track, from Toledo to Detroit.....	58	7
Aggregate of sidings	5	2
Total length laid with rail	63	9
Length in Ohio all in Lucas county.		
Weight of rail, 56 lbs. Gauge of track, 56½ inches.		
Road in Ohio all ballasted with sand.		

* As compared with report of 1873.—COMMISSIONER.

CROSSINGS, BRIDGES, FENCING, ETC., IN OHIO.

No railroads crossed at grade.

One Post combination wood and iron bridge, built within the year ending June 30, at crossing of Lake Shore and Michigan Southern Railway, near Toledo; length 132 feet.

Number of trestles, 3; aggregate length, 5,000 feet; greatest age, 1½ years.

Miles of fencing, 14; none unfenced.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.		
Subscriptions to stock	* \$580,000 00	
Sale of bonds not heretofore issued	* 495,000 00	
		\$1,075,000 00
PAYMENT.		
Construction of new work		* \$1,075,000 00

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.		
Capital stock	\$1,650,000 00	
1st mortgage bonds	1,350,000 00	
		\$3,000,000 00
ASSETS.		
Construction (being amount paid contractors on account)		\$3,000,000 00

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
J. S. Casement	Painesville, Ohio.
Charles A. King	Toledo, " "
George W. Davis	" " "
M. Courtright	Erie, Pennsylvania.
Sidney Dillou	New York City.
George Goss	Kalamazoo, Michigan.
David Stewart	New York City.
John Ross	" " "
Kenyon Cox	Milburn, New Jersey.
J. S. Casement, President	Toledo, Ohio.
David Stewart, Vice-President	New York City.
L. D. Rucker, General Manager	St. Thomas, Ontario.
Benj. F. Ham, Auditor and Secretary	New York City.
George W. Davis, Treasurer	Toledo, Ohio.

State of Ohio, County of Lucas, ss :

J. S. Casement, President of the Toledo, Canada Southern and Detroit Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

J. S. CASEMENT, *President.*

Subscribed and sworn to before me, this 2d day of November, A.D. 1874.

[SEAL.]

HARVEY SCRIBNER, *Notary Public.*

* As compared with 1873 report.

TOLEDO AND MAUMEE NARROW GAUGE RAILROAD COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION.]

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

Right of way	\$780 00	
Civil engineering	290 00	
Grading and masonry	3,700 00	
Bridges	315 00	
Superstructures	1,879 00	
Timber and ties	1,364 58	
Iron rails, chairs and spikes	8,747 46	
Contingent expenses	358 00	
Engineer and Superintendent	343 84	
Total		\$17,777 88
Cost per mile (7)	\$2,539 70	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$125,000 00	
Amount subscribed	47,950 00	
Par value of shares	50 00	
Amount paid in—common		\$6,401 00
Amount per mile (7)	\$314 43	
Stockholders, all residents of Ohio, 178.		

DEBT.

Amount of floating debt, not secured by mortgage		11,376 88
Amount per mile (7)	\$1,625 27	
Total of paid-in stock and debt		\$17,777 88
Total amount per mile (7)	\$2,539 70	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

Single main track from Toledo to Maumee	7 miles.
Aggregate of sidings .....	.518 "
Total length laid with rail	7.518 "
All in Lucas county, Ohio.	

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
W. J. Wells	Toledo, Ohio.
H. S. Walbridge	" "
Justus C. McDonald	Maumee City, Ohio.
Geo. Vogel	Toledo, Ohio.
John Geigen	Miami, Ohio.
C. C. Keyser	Toledo, Ohio.
Geo. W. Reynolds	Maumee City, Ohio.
W. J. Wells, President	Toledo, Ohio.
Geo. W. Reynolds, Vice-President	Maumee City, Ohio.
H. S. Walbridge, Treasurer	Toledo, Ohio.
Samuel Smith, Secretary	" "
Justus C. McDonald, Superintendent	Maumee City, Ohio.
David Donaldson, Chief Engineer	Perrysburg, Ohio.

State of Ohio, County of Lucas, ss :

Wesley J. Wells, President of the Toledo and Maumee Narrow Gauge Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

W. J. WELLS, *President.*

Subscribed and sworn to before me, this 29th day of September, A.D. 1874.

[SEAL.]

JOHN MILLER, *Notary Public.*

TOLEDO, TIFFIN AND EASTERN RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY PENN. COMPANY.]

"It has been deemed proper by the Board to treat the Toledo and Woodville Railroad as part and parcel of the road of this company under the contracts existing, especially as it has been so set forth in preceding report, but we make a few corrections in the statement as to items of expenditures.

"The statement as made embodies all this company's stock and mortgage debts. By our contract with the Pennsylvania Company, it is made sole accounting agent of this company, keeping all the operating accounts, and which are returned by that company as operating agent of this company."

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:*

Right of way and real estate*	\$124,707 73
Civil engineering*	19,437 98
Grading, masonry, timber, ties, bridges, etc., all covered by one bulk contract*	395,653 66
Superstructures, passenger and freight stations, machine shops and other buildings, engine and car houses built and to be built under contract with Pennsylvania Company, of date April 22, 1871, part only being completed	999,000 00
Interest and discount	1,984 15
Contingent expenses	26,802 58
Total	<u>\$1,567,586 10</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00
Par value of shares	50 00
Amount paid in—common	138,000 00
preferred	138,068 00
Total paid in and issued	\$276,068 00
Increase since June 30, 1873	\$2,556 28
Amount paid in per mile (43.06)	6,411 24
Stockholders residents of Ohio, 528.	
Amount of stock held and owned by them June 30, 1874	138,068 00

* Includes expenditures on the Toledo and Woodville Railroad, as shown by returns made by Trustees of Toledo and Woodville Railroad.

DEBT.

1st mortgage 7 per cent. bonds, due April 1, 1902.....		\$261,000 00
Increase since June 30, 1873.....	\$11,000 00	
Amount of floating debt, not secured by mortgage.....		5,518 10
Decrease since June 30, 1873.....	\$1,046 78	
Total debt, funded and floating.....	\$66,518 10	
Increase since June 30, 1873.....	9,953 22	
Amount per mile (43.06).....	20,123 50	
Total of paid-in stock and debt.....		\$1,142,586 10
Total amount per mile (43.06).....	\$26,534 74	

COST OF ROAD, EQUIPMENT, Etc.

Right of way.....	\$124,707 73	
Construction.....	1,394,653 66	
Other items of cost not included in above.....	48,224 71	
Cost per mile (43.06).....	\$36,404 69	\$1,567,586 10

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

Single main track from Tiffin to Toledo.....	43.06
(Toledo, Tiffin and Eastern Railroad, 24.39, Tiffin to Woodville; Toledo and Woodville Railroad, 18.67, Woodville to Toledo.)	
Aggregate of sidings, etc.....	3.54
Total length laid with rail.....	46.60

All in Ohio, and distributed as follows:

	County.	Main track.	Sidings, etc.	Total.
Toledo, Tiffin and Eastern Railroad—	Seneca.....	9.73	.30	10.03
	Sandusky.....	14.66	.675	15.335
Toledo and Woodville Railroad.....	Sandusky.....	4.50	.242	4.742
	Ottawa.....	.50	.50	1.00
	Wood.....	10.25	.41	10.66
	Lucas.....	3.42	1.413	4.833
Total.....		43.06	3.54	46.60

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Subscriptions to stock.....	\$2,556 28
Sale of bonds not heretofore issued.....	11,000 00
Lessee for rent of road (reported by them—net earnings).....	19,622 54
Total.....	\$33,178 82

EXPENDITURES.

Floating debt liquidated.....	\$1,046 78
Construction of new work.....	12,509 50
Total.....	\$13,556 28

GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.	
City of Toledo bonds* (as a bonus).....	\$425,000 00
Capital stock—common.....	132,000 00
preferred.....	132,062 00
1st mortgage bonds	861,000 00
Bills payable.....	5,518 10
	<hr/> \$1,567,586 10

ASSETS.	
Cost of right of way, real estate, construction, etc., to June 30	\$1,567,586 10

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Thomas A. Seott	Philadelphia, Pa.
Wm. Thaw	Pittsburgh, Pa.
J. N. McCullough	"
Wm. P. Shiun	"
W. H. Burns	Woodville, Ohio.
Philip King	Bettsville, Ohio.
Wager Swayne.....	Toledo, Ohio.
E. D. Potter, Jr	"
J. A. Latcha	"
J. A. Latcha, President.....	Toledo, Ohio.
E. D. Potter, Jr., Treasurer and Secretary	"

State of Ohio, County of Lucas, ss :

J. A. Latcha, President of the Toledo, Tiffin and Eastern Railroad Company, being duly sworn, deposes and says that the foregoing statement, having been carefully prepared from the books and records as turned over by the preceding officers of this company, the present Board of Directors by resolution passed November 9, 1874, authorized and directed that it be so returned by the President to the Commissioner of Railroads and Telegraphs, as the nearest approximation to the correct exhibit of the condition and affairs of this company the present Board are enabled to compile from the data on record on the 30th day of June, 1874.

(Signed)

J. A. LATCHA, *President.*

Subscribed and sworn to before me, this 10th day of November, A.D. 1874.

[SEAL.]

E. H. SMITH, *Notary Public.*

* Applied by joint contract between Toledo, Tiffin and Eastern and Mansfield, Coldwater and Lake Michigan Railroad Companies as party of the first part, and the Trustees of the Toledo and Woodville Railroad of the second part, to the construction of the Toledo and Woodville Railroad.

REPORT OF PENNSYLVANIA COMPANY, LESSEE

OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

Toledo, Tiffin and Eastern (including Toledo and Woodville) Railroad, main track	43.06 miles.
Aggregate of sidings and other tracks	3.54 "
Total	46.60 "

Weight of rail per yard on main track, 52 pounds.

Gauge of road, 57½ inches.

Road all ballasted with gravel.

RAILROADS CROSSED AT GRADE.

Lake Erie and Louisville Railway, at Bettsville.

Branch of Lake Shore and Michigan Southern Railway, at East Toledo.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connection with the above named roads? Not in all cases.

Number of highways crossed at grade, 59.

Miles of telegraph on line of road, all owned by company, 43.06.

Number of telegraph offices in stations on line, each operated jointly by railroad and telegraph company, 4.

BRIDGES, TRETTLES, ETC.

Bridges.

Wood, 4; aggregate length (corrected from 1873 Report), 1,849 feet; greatest age, 3 years.

Trestles, 14; aggregate length, 3,281 feet; greatest age, 3 years.

Stations, etc.

Passenger, 1; passenger and freight combined, 7; total, 8.

Water, 3; fuel, 1; total, 4.

Engine-house, 1; value, \$1,500 00.

Fencing.

No fencing on the road.

Reasons why not completed: Company's portion was completed; change in law compelled company to fence both sides, which is now being done.

EQUIPMENT.

None—furnished by Pennsylvania Company—no particular equipment allotted to this line.

Terms of service: Usual rates, 1½ cents per mile, at present.

Average number of cars, including baggage cars, in passenger trains, 7.

" " " in freight trains, 20.

Brake in use on passenger cars : Westinghouse air brake.

Method of bridging between passenger cars : Board.

“ heating passenger, sleeping, parlor and drawing-room cars run on your road :
Dripp's patent safety stoves.

Méans of lighting same : Candles and lard oil.

Total number of persons employed in operating the road, 84.

SPEED OF TRAINS PER HOUR.

Mail and accommodation, not limited ; average rate, including stops 20 miles.

Freight trains—highest rates allowed, 15 miles ; average rate, including stops, 10 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (1 to 8 miles).....	4 cents-	4 cents.
“ more than 8 and less than 30 miles.....	3.50 “	3.50 “
“ the whole length of the main road.....	“ 3	“
“ through passengers.....	2 “	2 “
No addition to ticket rates if fare is paid on trains.		

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (1 to 7 miles)	29 cents.	14 cents.
“ more than 5 and less than 30 miles	12 “	5 “
“ the whole length of the main road	7 “	3.50 “
“ through freight	2 “	1.50 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

Union Express Company, \$25,000 per annum.

No freight, transportation or other special lines run on the road.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	52,119	
“ freight trains	39,550	
“ construction and other trains.....	12,537	
	<hr/>	104,206

Cars.

Passenger	101,790	
Express and baggage.....	47,126	
Freight	292,849	
Empty cars	131,192	
	<hr/>	572,957

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to persons	Nothing.
“ loss and damage of goods and baggage	\$67 41
“ animals killed—3 horses	\$50 00
41 cattle	76 00
2 hogs	
	<u>156 00</u>
Amount claimed, unsettled and in litigation for injuries to persons	Not ing.

FUEL CONSUMED.

Operated by Pittsburgh, Ft. Wayne and Chicago Railway engines; fuel used included in statement of that company.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	50,150
Average number carried in each car per trip	20
Total mileage, or number carried one mile	1,146,596
Average number of miles traveled by each	22.86
“ amount received for each	\$0 66.29
“ “ per mile received for each	02.90

Freight.

Tons carried—local	69,664
Average tons in each loaded car per trip	3
Total movement, or tons carried one mile	2,228,559
Average amount received for each ton	*\$0 76.28
“ “ per mile received for each	*02.20

TONNAGE—CLASSIFIED.

Coal	20,226
Stone, lime, sand, etc.	2,799
Petroleum	58
Ores	2
Pig and bloom iron	752
Railroad iron (iron and steel rails)	277
Other iron and castings	1,437
Lumber and other forest products	18,886
Live stock	902
Grain	4,805
Other agricultural products	1,951
Flour	905
Provisions (beef, pork, lard, etc.)	549
Manufactures, including agricultural implements	2,701
Merchandise	6,700
Miscellaneous	654
	<u>63,604</u>
Supplies for company's use, carried free	6,060
Total	<u>69,664</u>

* Excluding supplies carried for company's use.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
From passenger transportation	\$33,248 26
“ freight “	48,516 44
“ mail	2,148 72
“ express	11,716 62
“ all other sources of income, including rents, etc	1,250 30
Total earnings	<u>\$96,880 34</u>

OPERATING EXPENSES.	
Maintenance of way and structures	\$21,612 57
Hire of equipment	10,839 92
Motive power	21,733 38
Conducting transportation	18,914 12
General expenses—	
Taxes	\$2,559 72
Other general expenses	1,593 09
	<u>4,157 81</u>
Total operating expenses, being 79 85 per cent. of earnings	<u>\$77,257 80</u>
Net earnings, placed to credit of Toledo, Tiffin and East'n R.R. Co.	<u>\$19,622 54</u>

AMOUNTS PER MILE (43.06) OPERATED.	
Earnings	\$2,249 89
Operating expenses	1,794 19
Net earnings	455 70

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof:

May 28, 1873. R. Schibaski, freight brakeman, injured, at Woodville; arm caught between dead-wood of cars while coupling; flesh slightly bruised; want of caution.

June 23, 1873. H. E. Delano, freight brakeman, injured, at Toledo; thumb slightly bruised by draw-bar while coupling cars; want of caution.

July 7, 1873. M. Burk, freight brakeman, injured, at Woodville; shoulder slightly bruised while coupling cars; want of caution.

July 10, 1873. W. Southwick, freight brakeman, injured, at Tiffin; standing on brake-steps of box car setting brake; lumber loaded on gondola car shoved against box car, catching his foot and bruising it slightly; cause beyond his control.

November 4, 1873. E. J. Hoffman, freight conductor, injured, at Tiffin; hand caught when coupling cars; one finger taken off; want of caution.

November 13, 1873. John Hogan, water-boy, injured, at Gibsonburg; leg broken in two places by cars which were being pushed by gravel-pit hands running over him; cause beyond his control.

November 14, 1873. J. Hodkins, section foreman, injured, at Millersville; ankle dislocated by jumping from gravel train; want of caution.

December 6, 1873. C. Schrum, yard brakeman, injured, at Toledo; thumb slightly bruised while coupling cars; want of caution.

RECAPITULATION.

Injured—Employees—From causes beyond their control.....	1
“ “ want of caution	7
Total	8

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

Thomas A. Scott, President.....	Philadelphia, Pa.
J. N. McCullough, 1st Vice-President and General Manager	Pittsburgh, Pa.
William Thaw, 2d “ 	“
Thomas D. Messler, Comptroller.....	“
J. P. Farley, Auditor.....	“
W. H. Barnes, Treasurer and Secretary.....	“
J. P. Henderson, Cashier	“
S. M. Cummings, Master Mechanic.....	“
Felician Slataper, Chief Engineer	“
F. R. Myers, General Ticket Agent	“
William Stewart, General Freight Agent.....	“
William Mullins, Purchasing Agent	“

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, Comptroller of the Pennsylvania Company, operating the Toledo, Tiffin and Eastern Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day June, A.D. 1874.

[Signed]

THOMAS D. MESSLER, *Comptroller.*

Subscribed and sworn to before me, this 5th day of September, A.D. 1874.

[SEAL]

FRANK SEMPLE, *Notary Public.*

TOLEDO, WABASH AND WESTERN RAILWAY COMPANY.

ENTIRE LINE OPERATED—(INCLUDING LEASED LINES).

[Length in miles and decimals.]

From Toledo, Ohio, to Quincy, Illinois	473.60
“ Clayton, Illinois, to Keokuk, Iowa	41.50
“ Bluffs, “ to Naples, Illinois	4
“ Decatur, “ to East St. Louis, Illinois	108.50
“ * Lafayette, Indiana, to Bloomington, “	116.70
“ * Pekin, Illinois, to Decatur, Illinois	67.20
“ * Naples, “ to Hannibal, Missouri	46
“ * Maysville, Illinois, to Pittsfield, Illinois	6
Total	863.50
Aggregate of sidings and other tracks (owned, 111 miles; leased, 15 miles)	126
Total length of track laid with rail	989.50

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$16,000,000 00
Amount subscribed	16,000,000 00
Par value of shares	100 00
Amount paid in—common	15,000,000 00
preferred	1,000,000 00
Total paid in and issued	\$16,000,000 00
Amount paid in per mile (627.60)	\$25,493 95
Proportion for Ohio (75.50 miles)	1,924,793 22
Stockholders residents of Ohio, number not given.	
Amount of stock held and owned by them June 30, 1874, not given.	
Location of transfer office or agency out of Ohio, New York.	
Number of shares transferred within the year at such office, not given.	

DEBT.

1st mortgage 7 per cent. bonds, due variously	\$9,400,000 00
2d “ 7 “ “ “ “ “	5,000,000 00
Equipment mortgage 7 per cent. bonds, due May, 1883	600,000 00
1st consol “ 7 “ “ “ February, 1907	2,610,000 00
2d “ “ 7 “ “ “ “ 1893	2,503,000 00
Amount of funded debt	\$20,113,000 00
Increase since June 30, 1873	\$1,080,000 00
Amount per mile (627.60)	32,047 48
Proportion for Ohio (75.50 miles)	2,419,584 74
Total of paid-in stock and debt	\$36,113,000 00
Total amount per mile (627.60)	\$57,541 43
Total proportion for Ohio (75.50 miles)	4,344,377 96

* Leased: Separate accounts are kept by the company of the traffic, earnings, etc., of its leased lines, which, they being wholly without the State, are not included in the report made herewith.

ROAD, EQUIPMENT, ETC.

Total cost.....	\$35,704,000 00
Cost per mile (627.66)	\$56,889 74
Proportion for Ohio (75.50 miles)	4,295,175 37
Value of real estate owned by company, exclusive of roadway: Not given.	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY LAID WITH RAIL.

[Length in miles and decimals.]

	Length.	In Ohio.
Main track from Toledo, Ohio, to Quincy, Illinois.....	473.60	75.50
" Clayton, Illinois, to Keokuk, Iowa.....	41.50	
" Bluffs, " to Naples, Illinois.....	4	
" Decatur, " to East St. Louis.....	108.50	
Total single main track	627.60	75.50
Aggregate of sidings, etc., not above enumerated.....	111.	14.30
Total length laid with rail.....	738.60	89.80

Length in Ohio distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Lucas	21.27	8.34	29.61
Henry	20.67	2.43	23.10
Defiance	13.83	1.85	15.68
Paulding	19.73	1.68	21.41
Totals	75.50	14.30	89.80

Steel rail in use, entire line, 140 miles.

Weight of rail per yard on main track, 56 and 60 lbs.; gauge of road, 56½ inches.

Miles of road in Ohio ballasted, 24 with sand.

" ballasted since June 30, 1873, 2.50 with sand.

RAILROADS CROSSED AT GRADE IN OHIO.

Lake Shore and Michigan Southern, Toledo.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed there? Yes.

Are your time-tables arranged to secure running connections with above named road?

Yes.

Number of highways crossed at grade in Ohio, 48.

Miles of telegraph on line of road, 1,990.

" " owned by company: None.

Number of " offices in stations on line, 114.

" " stations operated by company, 45.

" operated jointly by Railroad and Telegraph Company, 72.

BRIDGES, TRETTLES, ETC., IN OHIO.

Bridges.

Wood.....	2	Aggregate length.....	609.5 feet.
Iron	1	"	677 "
Combination	2	"	221 "
Stone	*1	"	65 "
Total.....			1,572.5 "

Greatest age of bridges—wood, 5 years; iron, 3 years; combination, 2 years.

* Not reported heretofore through oversight.

Trestles.

Number of trestles, 9; aggregate length, 1,604 feet; greatest age, 2 years.

Stations, etc.

Passengers, 1; freight, 2; combined, 7. Total, 10.

Water, 5; fuel, 3. Total, 8.

Engine-houses, 1.

Shops for construction and repairs, 1.

Fencing.

Miles of fencing on the road in Ohio, 126. Total cost, \$60,480.

“ built within the year ending June 30, 1874, 4. Cost per rod, \$1.50.

“ unfenced (both sides) at and through stations, 12.

EQUIPMENT.

	Number.	Average weight.
Locomotives.....	198	*83,600 lbs.
Express and baggage cars	43	31,700 “
Passenger cars.....	56	44,300 “
Drawing-room and sleeping cars.....	9	57,900 “
Freight cars.....	4,437	15,500 “
Other cars.....	296	.....

NOT OWNED BY COMPANY—(INCLUDED ABOVE).

Locomotives.....	7	Owned by Wabash Equipment Company.
Express and baggage cars.....	5	“ “ “ “
Passenger cars.....	9	“ “ “ “
Drawing-room and sleeping cars	6	“ Pullman Palace Car Company.
Freight cars.....	1,240	“ Wabash Equipment Company.

Terms of service: The Railway Company uses the cars owned by the Wabash Equipment Company the same as its own, and pays for them in annual installments. On full payment they become the property of the Railway Company.

Average number of cars, including baggage cars, in passenger trains, about 5.

“ “ “ in freight trains, about 26.

Brake in use on passenger cars: Hand brake and vacuum brake.

Method of bridging between passenger cars: Miller platform and coupling.

“ Heating passenger, sleeping, parlor and drawing-room cars run on your road: Baker's patent heater in Pullman coaches; in other coaches coal and wood stoves.

Means of lighting same: Candles.

Total number of persons employed in operating the road, entire line, 3,718; proportion for Ohio, 446.

SPEED OF TRAINS PER HOUR.

Express passenger—highest rate allowed, 35 miles. Average rate, including stops, 28 miles.

Mail and accommodation—highest rate allowed, 25 miles. Average rate, including stops, 20 miles.

Freight trains—highest rate allowed, 15 miles. Average rate, including stops, 10 miles.

* Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.		Highest.	Lowest.
Fare charged per mile:			
For the shortest distance carried	4	cts.	4 cts.
“ more than 8 and less than 30 miles	3	“	2.75 “
“ more than 30 and less than 100 miles	3	“	2.75 “
“ the whole length of the main road in Ohio	3	“	1 “
“ through passengers	3.50	“	1 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular passenger fare in sleeping or other cars run on your road: For seat, \$1.00; berth, \$2.00; section, \$4.00; state-room, \$8.00.

FREIGHT.		Highest.	Lowest.
Rate charged per ton per mile:			
For the shortest distance carried (9 miles)	40	cts.	22 cts.
“ more than 5 and less than 30 miles	22	“	13 “
“ more than 30 and less than 100 miles	11	“	6 “
“ the whole length of main road in Ohio	9	“	5 “
“ through freight	3	“	1.25 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms? United States Express Company, \$300 per day. The Railway Company supplies cars and keeps them in repair.

Name and post-office address of the principal agent or officer in Ohio: C. Cone, Toledo.

What freight, transportation, and other special lines run on your road? Red Line, Great Western Dispatch, South Shore Line, Empire Line, Globe Line, Canada Southern Line, and Merchants' Dispatch Transportation Company.

State terms as to rates, use of track, machinery, repair of cars, etc., with each.

The Railway Company uses cars the same as their own (except cars of Empire Line and Merchants' Dispatch Transportation Company), and owns its own proportion of cars. The lines are co-operative. Rates the same as in any other cars in similar service.

Name and post-office address of the principal agent or officer of each line in Ohio:

Red Line, D. C. Baldwin, Agent, Toledo.

Great Western Dispatch and South Shore Line, J. C. Morse, Agent, Toledo.

Empire Line, T. A. Slack, Agent, Toledo.

Globe Line, D. Blinn, Acting General Manager, Toledo.

Canada Southern Line, J. W. Musson, General Manager, and Buffalo, New York, and M. Lyons, Agent, Toledo.

Merchants' Dispatch Transportation Company, J. V. Smith, Agent, Toledo.

DOINGS FOR THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.			
New iron rail, weight 61 lbs. per yard	2	miles.	
Steel rail, “ 56 “	5.60	“	
Steel capped rail, “ 61 “	3.30	“	
Total	10.90	“	

	Tons.	Per cent.
Other iron and castings	5,227	0.4
Lumber and other forest products	102,834	7.5
Live stock	137,047	10.0
Grain	480,067	34.9
Other agricultural products	29,558	2.1
Flour	59,699	4.3
Provisions (beef, pork, lard, etc)	31,831	2.3
Manufactures, including agricultural implements	23,430	1.7
Merchandise	158,453	11.5
Miscellaneous	74,976	5.4
Supplies for company's use	92,793	6.7
Total	1,376,536	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—Through	\$386,101 63	
Local	722,924 73	
		\$1,109,026 41
From freight transportation—Through	\$1,618,426 13	
Local	2,374,234 61	
		3,992,660 74
From mail		127,420 00
“ express		93,900 00
“ all other sources of income, including rents, etc		160,206 05
Total earnings		\$5,483,213 20

OPERATING EXPENSES.

Maintenance of way and structures	\$1,386,573 09	
Motive power	1,528,817 40	
Conducting transportation	1,108,697 88	
General expenses—		
Taxes—Ohio	\$20,109 40	
Indiana, Illinois and Missouri	57,916 81	
Other general expenses	115,567 31	
		193,593 52
Total operating expenses, being 76.91 per cent. of earnings		\$4,217,681 89
Net earnings		\$1,265,531 31

AMOUNTS PER MILE (627.60) OPERATED.

Earnings	\$8,736 79	Proportion for Ohio (75.50 miles)	\$659,627 64
Operating expenses	6,720 33	“ “	507,384 91
Net earnings	2,016 46	“ “	152,242 73

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of bonds not heretofore issued	\$1,027,415 18
--	----------------

PAYMENTS.

Interest on bonds	\$1,423,728 93
Dividends, rate 7 per cent on preferred stock	35,000 00
Redemption of bonds of Hannibal and Central Missouri Railroad Company, in cancellation of lease	503,000 00
Applied to sinking fund	90,000 00
Construction of new work	723,677 58
Additional equipment	237,251 39
Total	<u>\$3,062,657 90</u>

GENERAL LEDGER BALANCES, JUNE 30, 1874.

LIABILITIES.

General stock	\$15,000,000 00
Preferred stock	1,000,000 00
1st mortgage bonds	9,404,000 00
2d " "	5,000,000 00
Equipment mortgage bonds	600,000 00
1st consolidated mortgage bonds	2,610,000 00
2d " " " (gold)	2,503,000 00
Sinking fund	46,500 00
Lafayette, Bloom. and Miss. Railroad Company, general account	12,296 44
Lafayette, Muncie and Bloom. Railroad Company, general account	7,854 63
Freight earnings	1,779,124 01
Passenger earnings	533,844 48
Mail earnings	63,710 00
Express earnings	46,500 00
Miscellaneous earnings	77,695 28
Income account of 1873	596,594 12
Unpaid coupons	70,302 95
" " leased lines	897 00
Vouchers and pay-rolls audited	1,377,720 90
Bills payable	424,203 83
Pekin Railroad Construction Company	7,000 00
J. I. Nettle, Purchasing Agent	1,223 61
Wm. B. Cornean, Treasurer	55,835 48
	<u>\$41,218,302 73</u>

ASSETS.

Road bed and equipment	\$35,368,855 00
Stock in trust	13,145 00
Griswold, White and Worden, Trustees	5,000 00
Redemption fund Gt. West. R. R. Co. 10's	3,040 65
Stock of bridge, depot and other companies	40,874 88
Bills receivable	8,244 01
Materials on hand	392,504 21
Taxes	91,158 66
Interest account	831,248 72

Discount on bonds	\$79,250 00
Interest account, leased lines	145,966 63
Hannibal bridge	82,770 86
Roadway and structures	415,477 10
Equipment	38,465 95
Conducting transportation	525,290 44
Motive power and cars	674,698 40
Repairs of way and structures	288,658 20
General expenses	58,808 51
Overcharge account	144,733 64
Keokuk and Hannibal Bridge Company	28,858 60
Union Bridge Company	44,251 29
Uncollected earnings	330,511 25
Delevan depot land	300 00
Decatur " "	7,335 58
Huntington round-house land	12,000 00
Profit and loss	547 56
Pekin telegraph line	1,006 19
Bloomington telegraph line	3,023 42
Decatur and State line survey	3,876 88
Attica " " "	20 40
Han. and Cent. Missouri R. R.	801,817 61
Leased lines	470,772 21
Due from other companies and individuals	140,285 79
New York office	141,403 27
Benj. F. Ham, Asst. Treasurer	16,502 37
D. G. Moore, Chief Clerk	7,600 45
	<hr/> \$41,218,302 73

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30 of all casualties resulting in injuries to persons, giving extent and cause thereof :

July 16, 1873. An unknown man, Defiance, killed ; got on train for purpose of stealing a ride ; fell off near Napoleon, and was run over ; said to have been intoxicated ; his own fault.

August 13, 1873. An unknown woman, Emerald, injured ; ran upon track to drive a dog off ; struck by freight train ; her own fault.

September 8, 1873. John Munning, Toledo, injured ; in driving team across track, struck by train ; want of caution.

October 14, 1873. Stillman Fletcher, brakeman, Cecil, killed ; was thrown under wheels while coupling cars ; want of caution.

November 30, 1873. Charles Keyes, Toledo, killed ; attempted to get down from top of freight cars while intoxicated ; fell, was run over ; his own fault.

December 6, 1863. Samuel Ott, deaf, walking on track near Defiance ; was struck by freight train and killed ; his own fault.

April 29, 1874. — Adams, Napoleon, walking on track ; was struck by engine and killed ; his own fault.

May 17, 1874. Morris Irvin, cattle drover in charge of stock, Defiance ; fell between cars ; was run over and killed ; want of caution.

RECAPITULATION.

Killed—Passengers—From misconduct or want of caution.....	1
EmploYES—From misconduct or want of caution.....	1
Others—On track and trespassing.....	4
Total	6
Injured—Others—On track and trespassing	2
Total.....	2

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Kenyon Cox.....	New York City..
John F. Tracy.....	" "
Sidney Dillon	" "
Milton Courtright.....	" "
Augustus Schell.....	" "
George Cecil	" "
John R. Cecil	" "
David Dows	" "
John Ross	" "
E. C. Benedict.....	" "
S. F. Barger.....	" "
Wm. L. Scott.....	Erie, Penn.
J. D. Cox	Toledo, Ohio.
J. S. Casement	" "
P. L. Cable.....	Rock Island, Ill.
J. D. Cox, President.....	Toledo, Ohio.
A. Anderson, Vice-President and General Manager	" "
Luther Allen, Auditor.....	" "
Wm. B. Corneau, Treasurer and Secretary	" "
John E. Carpenter, Paymaster	" "
C. W. Bradley, Assistant Superintendent	" "
R. Andrews, " "	Springfield, Ill.
G. W. Cushing, Superintendent of Machinery	Fort Wayne, Ind.
R. Andrews, Chief Engineer.....	Springfield, Ill.
Jno. U. Parson, General Ticket Agent	Toledo, Ohio.
Jno. B. Carson, General Freight Agent	" "
J. T. Sterling, Purchasing Agent.....	" "

State of Ohio, County of Lucas, ss :

Jacob D. Cox, President of the Toledo, Wabash and Western Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

J. D. Cox, *President.*

Subscribed and sworn to before me, this 10th day of October, A.D. 1874.

[SEAL.]

T. J. McDONNELL, *Notary Public.*

VALLEY RAILWAY COMPANY.

PROPOSED LINE—GIVING TERMINAL POINTS.

From Cleveland, via Akron and Canton, to Martin's Ferry, Ohio.....	130 miles.
Length graded not laid with rail	40.8 "
On what portion of line? Between Cleveland and Canton; 56 miles now in process of construction.	

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

For right of way.....	\$81,655 03
" civil engineering.....	35,714 66
" grading and masonry.....	460,861 25
" bridges.....	24,628 58
" timber and ties.....	66,699 01
" interest and discount.....	6,651 92
" contingent expenses.....	11,028 57
" general office expenses.....	15,710 68
Total.....	<u>\$702,949 70</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$3,000,000 00
Amount subscribed	883,484 73
Par value of shares.....	50 00
Amount paid up and issued.....	379,850 00
" paid in part.....	181,297 79
Total paid in.....	<u>\$561,147 79</u>
Increase since June 30, 1873.....	\$466,088 27
Stockholders residents of Ohio, 468.	
Amount of stock held and owned by them June 30, 1874 ..	379,450 00

DEBT.

Funded debt: None.

Amount of floating debt, not secured by mortgage.....	\$158,351 92
Increase since June 30, 1873.....	<u>\$95,495 65</u>
Total of paid-in stock and debt	<u>\$719,999 71</u>

CHARACTERISTICS, Etc.

16 wood bridges, all built within the year ending June 30, 1874.

Location.	Construction.	Length.
Lower river bridge, Peninsula	Howe Truss.	116 feet.
Lower canal " "	" "	88 "
Upper river " "	" "	116 "
Upper canal " "	" "	78 "
Little Cuyahoga bridge, Akron.....	Truss Girder.	30 "
Pennsylvania and Ohio Canal bridge, Akron.....	Howe Truss.	78 "
Middlebury bridge	" "	66 "
Tuscarawas " Station 2,203.....	Truss Girder.	30 "
" " " 2,322.....	" "	30 "
Over Nimishillen, at " 2,702.....	" "	24 "
" " " " 2,722.....	" "	24 "
" " " " 2,750.....	" "	24 "
" " " " 2,797.....	" "	30 "
Henry's Mill Race, New Berlin.....	" "	30 "
Bridge, $2\frac{3}{4}$ miles north of Canton.....	" "	30 "
" $2\frac{1}{2}$ " "	" "	30 "
Aggregate length		824 "

Trestles, 3; aggregate length, 1,764 feet; all built within the year.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscriptions to stock	\$466,038 27
" increase of floating debt.....	95,495 65
Total.....	<u>\$561,533 92</u>

EXPENDITURES.

Construction of new work	\$554,189 50
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GENERAL BALANCE SHEET JULY 1, 1874.

LIABILITIES.

Capital stock	\$561,147 79
Bills payable	88,803 82
Accounts payable	70,048 10
	<u>\$719,999 71</u>

ASSETS.

Construction	\$702,949 70
Bills receivable.....	6,048 29
Cash on hand	11,001 72
	<u>\$719,999 71</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Reuben Hitchcock	Cleveland, Ohio.
James Farmer	" "
L. M. Coe	" "
N. P. Payne	" "
A. B. Stone	" "
D. L. King	Akron. "
J. F. Seiberling	" "
Jas. A. Saxton	Canton, "
George Cook	" "
Reuben Hitchcock, President	Cleveland, Ohio.
David L. King, Vice-President	Akron, "
S. T. Everett, Treasurer	Cleveland, Ohio.
L. D. Clarke, Secretary and Auditor	" "
P. H. Dudley, Chief Engineer	" "

State of Ohio, County of Cuyahoga, ss :

Louis D. Clarke, Secretary of the Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

LOUIS D. CLARKE, *Secretary.*

Subscribed and sworn to before me, this 3d day of September, A.D. 1874

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

WHEELING AND LAKE ERIE RAILROAD COMPANY

REMARKS.

Receipts on stock are but portions paid on installments, for which no certificates have been issued.

A large amount of stock above the amount given was subscribed before June 30, 1874, but is not included in the report, because the line was not finally located to or through the places subscribing it.

Total cost of engineering and organization not given, because they were largely paid by donations and contributions, and not chargeable to stock.

Total cost of right of way not known. A large portion is donated, and remainder unsettled.

PROPOSED LINE—GIVING TERMINAL POINTS.

From Wheeling, W. Va., via Lodi, Ohio, to Toledo, Ohio, 198 miles.

Length graded not laid with rail, 10 miles.

On what portion of line? In Harrison, Stark and Wayne counties.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1874, inclusive:

Right of way.....	\$1,157 00
Civil engineering.....	9,415 00
Grading and masonry.....	18,800 00
Fencing	100 00
Contingent expenses	16,192 73
Total.....	<u>\$45,664 73</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$3,700,000 00
Increase since June 30, 1873, (certificate filed Oct. 9, 1873). ..	4,700,000 00
Amount subscribed.....	395,450 00
Par value of shares.....	50 00
Total paid in—common.....	<u>\$21,203 79</u>

DEBT.

1st mortgage 7 per cent. bonds, due May, 1904	\$4,900 00
Amount of floating debt, not secured by mortgage.....	19,560 94
Total debt, funded and floating.....	<u>\$24,460 94</u>
Total paid-in stock and debt.....	<u>\$45,664 73</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Joel Wood	Martin's Ferry, Ohio.
Thomas W. Chapinan	Navarre, Ohio.
Simon Beiter	Zoar, "
Joseph Bell	Poughkeepsie, N. Y.
R. H. Cochran	Wheeling, W. Va.
Nathan Hussey	Smithfield, Ohio.
Cyrus McNeely	Hopedale, "
E. D. Otis	Dalton, "
F. G. Lockwood	Milan, "
Henry Ainsworth	Lodi, "
A. W. Hendry	Sandusky, "
James Kerr	Martin's Ferry, Ohio.
L. M. Roby	Leesville, Ohio.
Joel Wood, President	Martin's Ferry, Ohio.
Nathan Hussey, Treasurer	Smithfield, Ohio.
R. H. Cochran, Secretary	Wheeling, W. Va.
A. K. Robinson, Chief Engineer	Ravenna, Ohio.

State of Ohio, County of Belmont, ss :

Joel Wood, President of the Wheeling and Lake Erie Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1874.

(Signed)

J. WOOD, *President.*

Subscribed and sworn to before me, this 20th day of August, A.D. 1874.

JAMES EAGLESON, *Justice of the Peace.*

RAILROAD COMPANIES ORGANIZED.

The following reports of railway companies who have organized by election of officers, etc., have been made in accordance with the provisions of "an act further prescribing the duties of secretaries of railroad and telegraph companies in the State of Ohio," passed April 24, 1873.

BERLIN AND POMEROY RAILROAD COMPANY, CINCINNATI, May 8, 1874.

The stockholders of the Berlin and Pomeroy Railroad Company met in Cincinnati on the 14th day of April, 1874, and elected the following persons directors :

Samuel L. Campbell	Cincinnati, Ohio.
J. M. Watts	Jackson, "
A. B. Waters	Marietta, "
W. C. Cline	Wilkesville, "
John C. H. Cobb	Berlin, "
Amos Smith	Chillicothe, "
Asa W. Waters	Cincinnati, "

At a meeting of the directors held at Berlin May 6, 1874, the following officers were chosen :

S. L. Campbell, President	Cincinnati, Ohio.
A. W. Waters, Secretary	" "
J. C. H. Cobb, Treasurer	Berlin, "
A. B. Waters, Superintendent	Marietta, "

A. W. WATERS, *Secretary.*

BOWLING GREEN, OHIO, July 3, 1875.

I herewith inclose you the name and post-office address of the directors and officers of the "Bowling Green Railroad Company."

DIRECTORS.

J. R. Rudolph	Bowling Green, Ohio.
A. J. Manville	" "
S. L. Boughton	" "
S. W. St. John	" "
A. A. Thurstin	" "
Frank Beverstock	" "
Henry Lundy	" "

S. L. Boughton, President	Bowling Green, Ohio.
A. J. Manville, Vice-President	" "
A. A. Thurstin, Secretary	" "
Frank Beverstock, Treasurer	" "

A. A. THURSTIN, *Secretary.*

REPORTS
OF
TELEGRAPH COMPANIES,
FOR THE YEAR ENDING JUNE 30, 1874.

ATLANTIC AND PACIFIC TELEGRAPH COMPANY.

Blanks for report duly forwarded, but company failed to furnish report.

COMM'R.

CITY AND SUBURBAN TELEGRAPH ASSOCIATION.

[Termini, Cincinnati and Hamilton. See certificate of incorporation, page 41.]

STOCK.

Amount of capital stock authorized.....	\$100,000 00
Amount subscribed.....	14,000 00
Amount paid in	11,750 00

DEBT.

Amount due Treasurer for advances.....	\$1,806 55
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LINE AND EQUIPMENT.

Cost of entire line and equipment to June 30, 1874	\$13,906 83
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CHARACTERISTICS OF THE LINE.

Number of miles of line (poles) owned by the company	25
Number of miles of wire owned by the company—galvanized, 124; combination, 10; total	134
(9 miles of above galvanized wire in Covington and Newport, Ky.)	
Number of poles to the mile	25 to 30
Number of offices	1
Number of persons employed by company	4

TARIFF OF RATES.

This company owns and maintains lines rented to and operated by other parties.

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1874.

Total earnings of entire line.....	\$5,651 50
Total expenditures for maintenance of line, salaries, amount paid employees, etc	4,126 02

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.	
Andrew Erkenbrecker	Cincinnati, Ohio.	
T. W. Yardley	"	"
C. H. Kilgour	"	"
C. S. Gove	"	"
Andrew Erkenbrecker, President	"	"
T. W. Yardley, Vice-President.....	"	"
C. S. Gove, Secretary	"	"
C. H. Kilgour, Treasurer	"	"
E. C. Armstrong, Superintendent	"	"

State of Ohio, County of Hamilton, ss :

Personally appeared before me, a notary public in and for said county, E. C. Armstrong, Superintendent of the City and Suburban Telegraph Association, who, being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

(Signed)

E. C. ARMSTRONG, *Superintendent.*

Subscribed and sworn to before me, at Cincinnati, this 15th day of August, A.D. 1874.

[SEAL.]

GEORGE BEWLEY, *Notary Public.*

HILLSBORO TELEGRAPH COMPANY.

[ALL IN OHIO. TERMINI, HILLSBORO AND BLANCHESTER.]

STOCK.

Amount of capital stock authorized	\$2,500 00
Amount subscribed, paid in, and total issued June 30, 1874	1,675 00

DEBTS.

Amount of funded and floating debt June 30, 1874	Nothing.
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LINE AND EQUIPMENT.

Cost of entire line and equipment, including stations, etc., to June 30, 1874	\$2,810 93
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CHARACTERISTICS OF THE LINE.

Miles of line (poles) owned and operated by the company	21
Increase within the year ending June 30	None.
Miles of wire owned and operated by the company, galvanized	21
Number of poles to the mile (estimated)	25
Number of offices	4
Number of persons employed by company	4
Number of miles of poles used jointly with railroad companies	None.
Have the railroad companies a line of wire for their sole use ? No.	
Number of messages sent within the year ending June 30	615
Number of messages received within the year ending June 30	740
Number of above repeated, on which an additional charge of 50 per cent. has been made	None.
Are messages sent in the order received ? Yes.	
If not, to what classes do you give preference ? None.	

TARIFF.

Highest rate for ten words	40 cents.
Lowest rate	35 "
Highest rate for each additional word	3 "
Lowest rate	2 "

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30, 1874.

Total earnings of entire line	\$774 23
Total expenditures for maintenance of line, salaries, amount paid employes, etc.	516 22
Taxes paid in Ohio: None.	

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
James Brown	Hillsboro.
F. F. Kibler	"
Burch Foraker	"
James Brown, President	"
F. F. Kibler, Secretary	"
Burch Foraker, Treasurer	"

State of Ohio, County of Highland, ss :

Personally appeared before me, the probate judge in and for said county, James Brown, of the Hillsboro Telegraph Company, who, being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

(Signed) JAMES BROWN, President.

Subscribed and sworn to before me, at Hillsboro, Ohio, this 25th day of July, A.D. 1874.
[SEAL.] J. C. NORTON, Probate Judge.

PUT-IN-BAY TELEGRAPH COMPANY.

[LINE ALL IN OHIO.]

STOCK.

Amount of capital stock authorized.....	\$10,000 00
Amount subscribed.....	6,250 00
Amount paid in	6,250 00
Total amount issued June 30, 1874.....	*10,000 00

DEBTS.

None.

LINE AND EQUIPMENT.

Cost of entire line and equipment, including stations, etc., to June 30, 1874.	\$6,270 00
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CHARACTERISTICS.

Miles telegraph cable from Ottawa City to the southern point of Put-in-Bay Island	2 7-8
Number of miles of line (poles) owned and operated by the company.....	19
Number of miles of wire owned and operated by the company—galvanized, 10; combination, .50; total.....	10.50
Number miles furnished and put up by Atlantic and Pacific Telegraph Company for our use	8.50
Number of poles to the mile.....	25
Number of offices.....	2
Number of persons employed by company.....	9

Number miles poles used jointly with railroad companies: None.

Number of messages sent within the year ending June 30: Can't answer.

Number of messages received within the year ending June 30: Can't answer.

Number of above repeated, on which an additional charge of 50 per cent. has been made: Can't answer.

Are messages sent in the order received? Yes, usually.

If not, to what classes do you give preference? Death, sickness, or government.

TARIFF OF RATES.

Uniform rate of 40 cents for ten words, and 3 cents for each additional word.

* We at first issued stock to the amount of \$6,000, expecting that would build the line, but as the cost exceeded our estimates, the balance of the authorized stock was distributed among the stockholders pro rata for a nominal sum per share to make up the deficiency.

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1874.

Total earnings	\$748 80
Total expenditures for maintenance of line, salaries, amount paid employees, etc	191 60

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
F. G. Beach	Cleveland, Ohio.
W. H. Brinson	Sandusky, "
Ann C. McMeens	" "
H. C. Donohue	" "
G. H. Bliss	Chicago, Illinois.
I. H. Haverly	Sandusky, Ohio.
— Marsh	" "
F. G. Beach, President	Cleveland, "
A. C. McMeens, Secretary and Treasurer	Sandusky, "
W. H. Brinson, Superintendent	" "

State of Ohio, County of Cuyahoga, ss :

Personally appeared before me, a notary public in and for said county, F. G. Beach, President of the Put-in-Bay Telegraph Company, who, being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

(Signed) F. G. BEACH, *President.*

Subscribed and sworn to before me, at Cleveland, Ohio, this 12th day of August, A.D. 1874.

[SEAL] J. H. WEBSTER, *Notary Public*

UNION METROPOLITAN TELEGRAPH COMPANY.

[LINE ALL IN CUYAHOGA COUNTY, OHIO.]

CAPITAL STOCK.

Amount authorized	\$5,000 00
Amount subscribed	825 00
Total amount paid in and issued June 30	600 00

DEBT.

None.

LINE AND EQUIPMENT.

Cost of entire line, including stations, to June 30	\$300 00
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CHARACTERISTICS.

Miles of wire owned and operated, galvanized	3
Number of offices	6
Number of persons employed by company	8
Number of messages sent within the year ending June 30	250
Number received within the same period	50
Are messages sent in the order received? They are.	

RATES.

Local tariff on 10 words, 15 cents and 1 cent.

Through tariff same as other lines.

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

Total earnings, entire line	\$171 39
Total expenditures, maintenance of line, etc.	100 00

NAMES AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
A. W. Decker	Cleveland, Ohio.
J. P. Abernethy	" "
T. R. Abernethy	" "
Geo. D. Hinsdale	" "
C. May	" "
Wm. Bigham	Seville, Ohio.
J. A. Lamont	Cleveland, Ohio.
A. W. Decker, President	Cleveland, Ohio.
Wm. Bigham, Vice-President	Seville, "
J. A. Lamont, Secretary and Treasurer	Cleveland, "
J. P. Abernethy, Superintendent	" "

State of Ohio, County of Cuyahoga, ss :

Personally appeared before me, a notary public in and for said county, A. W. Decker, President of the Union Metropolitan Télégraph Company, who, being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

[Signed]

A. W. DECKER, *President.*

Subscribed and sworn to before me, at Cleveland, Ohio, this 21st day of August, A.D. 1874.

[SEAL.]

CHAS. M. VORCE, *Notary Public.*

WESTERN UNION TELEGRAPH COMPANY.

CAPITAL STOCK.

Total amount issued June 30, 1874..... \$41,073,410 00

DEBT.

Amount of floating debt. None.

Total June 30, 1874..... \$5,946,900 00

None of the debt of this company was contracted on account of any of
the property within the State of Ohio.

Total stock and debt June 30, 1874..... \$47,020,310 00

COST OF LINE AND EQUIPMENT.

The greater part of this property having been acquired by absorption or consolidated with other companies whose books and records are but partially in our possession, the cost cannot now be stated.

CHARACTERISTICS OF THE LINE.

Miles of line (poles) owned and operated by the company.....	71,189
Miles within the State of Ohio, about	4,500
Increase within year ending June 30, about	500
Miles of wire owned and operated by the company—plain, 38,580; galvanized, 135,300; total	173,900
Miles within the State of Ohio—plain, about 2,500; galvanized, about 9,500; total, about	12,000
Increase within the year ending June 30, about.....	800
Number of poles to the mile in Ohio.....	20 to 35
Number of offices in Ohio, about	425
Number of persons employed by the company in Ohio, about.....	550

Miles of poles used jointly with railroad companies in Ohio: Nearly all.

Have the railroad companies a line of wire for their sole use? Generally they have.

Number of messages sent within the year ending June 30, entire lines, about 16,000,000.

No record of number sent and received within the year in Ohio.

Number of above repeated, on which an additional charge of 50 per cent. has been made: No record.

Are messages sent in the order received? No.

If not, to what classes do you give preference? Messages of the United States Government.

TARIFF OF RATES.

	FOR TEN WORDS.		EACH ADDITIONAL WORD.	
	Highest rates.	Lowest rates.	Highest rates.	Lowest rates.
For 100 miles or under	40 cents.	25 cents.	3 cents.	1½ cents.
100 miles and under 300	75 "	40 "	5 "	2½ "
300 miles and under 500	100 "	75 "	7 "	3½ "
Average rate of increase for each additional 100 miles	12½ "	--	--	--
Maximum rate	\$2 50	--	--	--

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1874.

Total earnings of entire line	\$9,262,653 98
Aggregate amount received at offices in Ohio (about)	45,000 00
Total expenditures for maintenance of line, salaries, amount paid employees, etc	6,755,733 83
Net earnings	2,506,920 15
Taxes paid in Ohio	13,845 41

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
William Orton	New York City.
Alonzo B. Cornell	" "
Norvin Green	" "
Edwin D. Morgan	" "
W. K. Thorn	" "
Frank Work	" "
Ezra Cornell	Ithica, New York
Wilson G. Hunt	New York City.
Cambridge Livingstone	" "
O. H. Palmer	" "
E. S. Sanford	" "
John Stewart	" "
W. H. Vanderbilt	" "
E. B. Wesley	" "
James H. Banker	" "
Harrison Durkee	" "
Joseph Harker	" "
Augustus Schell	" "
Cornelius Vanderbilt	" "
Chester W. Chapin	Springfield, Mass.
Cyrus W. Field	New York City.
David Jones	" "
Geo. H. Mumford	" "
Geo. M. Pullman	Chicago, Illinois.
Hiram Sibley	Rochester, N. Y.
Moses Taylor	New York City.
W. R. Vermilye	" "
Stillman Witt	Cleveland, Ohio.
E. D. Worcester	Albany, New York.

DIRECTORS.	POST-OFFICE ADDRESS.
William Orton, President	New York City.
A. B. Cornell, Vice-President	" "
Augustus Schell, "	" "
Norvin Green, "	" "
Geo. H. Mumford, "	" "
H. Durkee, "	" "
Geo. H. Mumford, Secretary	" "
R. H. Rochester, Treasurer	" "
Anson Stager, General Superintendent	Chicago, Illinois.

State of Illinois, County of Cook, ss :

Personally appeared before me, a notary public in and for said county, Anson Stager, General Superintendent of the Western Union Telegraph Company, who, being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

(Signed)

ANSON STAGER.

Subscribed and sworn to before me, at Chicago, Illinois, this 26th day of September, A.D. 1874.

[SEAL.]

CHAS. L. DRIESSEIN, *Notary Public.*



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